THE EVENING TELEGRAPH.

VOL. XIV—NO. 45. PHILADELPHIA, TUESDAY, AUGUST 23, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE WAR IN EUROPE.

The Present Situation.

Contradictions and Doubts.

Bazaine's Reported Escape.

His Possible Scheme.

The Latest Advices by Mail.

The Field of Woerth.

MacMahon's Official Report.

French and English Accounts.

Bismarck in the Parliament.

His Views on the War.

Von Moltke, the Strategist.

Etc., Etc., Etc., Etc., Etc.

THE SITUATION.

Contradictory Reports of Bazaine's Position and Movements—His Reported Escape from Metz, and Roundabout March to the West—MacMahon and the Crown Prince—The Attitude of the Neutral Powers.

Where is Bazaine? Where is MacMahon? Where is the Crown Prince? Where is Frederick Charles? The despatches of last night, although very voluminous, render it quite as difficult to answer any of these questions as if we were entirely without news. Reports from London still insist that Bazaine was completely isolated by the battle of the 18th, and cut off from all his resources, and this view was sanctioned by the *Journal Officiel* yesterday morning in a statement by authority that no despatches had been received from him for two entire days. Later in the day, however, it was announced in the Senate that, after a suspension of communications for forty-eight hours, the Government had received a despatch from Bazaine confirming the previous despatch to the effect that, after a battle of nine hours on the 18th, the French commander continued to hold his original position. Despatches to the New York *Times*, written under similar inspiration, declare that the series of battles concluding on Thursday only resulted in giving the Prussians control of the roads between Metz and Verdun which diverge at Gravelotte, six miles west of the former place, while Bazaine still maintained his communications with Thionville, and the main body of his army had succeeded in withdrawing from the neighborhood of Metz by way of the last-named place, and thence to the northwest along the railway which runs parallel with the Belgian frontier through Longuyon and Montmedy to Mezieres, a strongly-fortified town on the Meuse, not more than ten miles from the Belgian frontier, and forty-seven miles N. E. of Rheims, with which it is connected by rail. *La Liberte* of Paris states that Bazaine, after the encounter of the 18th, succeeded in reaching the railroad to Montmedy and Mezieres, by which he received all the supplies that he stood in need of. These supplies, according to *La Liberte*, had been pushed forward as far as Sedan, a fortified town on the Meuse, eleven miles E. S. E. of Mezieres. The *Times* despatch, however, goes into more details, and reports Bazaine himself at Spincourt, near Montmedy, the latter place being a fortified town on the Chiers, a tributary of the Meuse, 25 miles due north of Verdun, 45 miles N. W. of Metz and 60 miles N. E. of Chalons. The *Times* correspondent then proceeds to speculate upon Bazaine's future movements, and his speculations are reasonable enough, provided the report of Bazaine's escape by way of the frontier line is true. Bazaine's purpose was thought to be to cross the Meuse near Stenay, ten miles W. S. W. of Montmedy, then to move across the plateau of the Argonnes and strike the Aisne at Vouzieres (the morning papers make horrible work with the spelling of nearly all these proper names), about twenty-five miles still further to the W. S. W. From this point, a march of some thirty-five miles up the tortuous course of the Aisne — or of only twenty miles if a direct route is practicable—would bring him to the neighborhood of Ste. Menehould, where the Auve joins the Aisne. Ste. Menehould is 26 miles E. N. E. of Chalons and 23 miles W. S. W. of Verdun. To continue the speculation, MacMahon is to effect a junction with Bazaine at this point, and a grand stand is to be made against the Prussians near the spot where Dumouriez and Kellermann headed off the Prussian invasion under the Duke of Brunswick in 1792.

But this plausible programme, even if it has been entertained by the French commander, depends for its success on various contingencies. The inactivity of Prince Frederick Charles and Von Steinmetz is altogether improbable during the roundabout march of Bazaine from Metz by way of Thionville, Montmedy, and Vouzieres to Ste. Menehould, a distance of some 125 miles, while the distance straight across the country due west is under 60 miles. The Prussians would have but half the distance to make to reach the confluence of the Auve and the Aisne that is contemplated in the supposed scheme of Bazaine, of which they are probably quite as well advised as the Paris correspondent of the New York *Times*. MacMahon must also come to time, and, like Bazaine, he is reported from London as being surrounded by the army of the Crown Prince. Some reports place his headquarters at St. Dizier, on the Marne, 35 miles southeast of Chalons, where the Prussian pickets where said to have appeared, while others credit him with marching to the relief of Bazaine, and state that the camp at Chalons has been raised, and the troops formerly there ordered to take positions along the line.

Meanwhile, there is no confirmation of the reported battle near Chalons, and both the people and authorities of Paris are impressed with the belief that the Crown Prince is making his way towards the capital as fast as possible by way of the valley of the Aube, midway between the Marne and the Seine. Impressed with this belief, the preparations to stand a siege are progressing with the utmost rapidity. The country people are again urged by the authorities to bring their provisions to the capital, and the Minister of the Interior publishes another circular calling upon the country to "arm without delay." He continues, "We are in a crisis when all must come forward for the defense of the country."

In the midst of all come reports that Prince Napoleon at Florence and the Marquis de la Vallette at London are endeavoring to secure the mediation or interposition of England and Italy, while there are doubtful rumors of a grand league of all the neutral nations for putting an end to the conflict or averting anarchy in France in case of a complete overthrow of the Bonaparte *regime*.

THE LATEST.

Contradictory Reports of Bazaine's Movements and Purposes—A Rumored Junction of the Prussian Armies.

The despatches which we publish in our Second Edition do not tend to throw much light on the situation. One report from Paris states that Bazaine was yesterday at Metz, "master of the situation," while another declares that he has effected his escape by way of Montmedy, as asserted by the Paris correspondent of the New York *Times*. The Crown Prince and Prince Frederick Charles, it is also reported, have effected a junction to the west of Metz.

THE BATTLE OF WOERTH.

Marshal MacMahon's Official Report to the Emperor.

The following is the official report of Marshal MacMahon, respecting the battle of Froschwiller, addressed to the Emperor:—

SAVERNE, Aug. 7.—Sire:—I have the honor to report to your Majesty that on the 6th inst., after having been obliged to evacuate the town of Wissemburg, the 1st Corps, with the view of covering the railway from Strasburg to Bitche and the principal roads communicating between the eastern and western portions of the Vosges Mountains, occupied the following positions:—

The 1st Division was thus posted:—The right wing in advance of Froschwiller, and the left in the direction of Reichshofen, leaning on a wood which covers this village. It detached two companies to Neunwiller and one to Jagersthal.

The 2d Division occupied with its 1st Brigade a counter position which springs from Froschwiller and ends in a point near Guersdorff; the 2d Brigade rested its left on Froschwiller, and its right on the village of Elsenhaussen.

The 4th Division formed a broken line with the right of the 3d Division, and its 1st Brigade facing Gunstedt, and its 2d being opposite the village of Norsbronn, which it had not been able to occupy for want of sufficient forces the division of Dumisail, of the 2d Corps, which had rallied my troops in the morning, was placed behind the 4th Division.

The 2d Division placed behind the 2d Brigade of the 3d Division and 1st Brigade of the 4th Division, were held in reserve. Finally, further back, was the brigade of light cavalry, under the orders of General de Septeuil and his division of the Cuirassiers of General Bonnesmains; the brigade of Michel's cavalry, under the orders of General Duhesme, was stationed in the rear of the right wing of the 4th Division.

At 7 o'clock the enemy showed himself beyond the heights of Guersdorff, and commenced the action by a cannonade, soon followed by a sharp discharge of musketry, against the 1st and 3d Divisions. This attack was made with sufficient force to compel the 1st Division to make a change in the front, so as to cover its right wing, and to prevent the enemy from turning the general position. A little later the enemy greatly increased the number of his batteries, and opened fire upon the centre of the positions which we held on the right bank of the Sauerback. Although much more serious and more determined than the first, which, moreover, was still going on, this second demonstration was only a false attack, and was repulsed with great spirit.

Toward noon the enemy commenced an attack near our right. Clouds of sharpshooters, supported by large masses of infantry, and covered by more than sixty pieces of cannon placed on the heights of Gunstedt, rushed upon the 4th Division and upon the 2d Brigade, which occupied the village of Elsenhaussen.

In spite of the vigorous counter charges, several times repeated, in spite of the well-directed fire of our artillery, and the several brilliant charges of the Cuirassiers, our right was outflanked after many hours of the most determined and obstinate resistance. I then ordered a retreat to be made. It was covered by the 1st and 3d Divisions, which showed a bold front, and thus permitted the other troops to retire without being much harassed. The retreat was made upon Saverne by the way of Niederbronn, where the division of Guyot de Lespart, of the 5th Corps, which had just arrived there, took up a position and did not retire till night closed in.

Be pleased to receive, Sire, the homage of the profound respect of your very devoted and very faithful subject, the Commander-in Chief of the First, Fifth and Seventh *corps d'armee*.

MARSHAL MACMAHON.

A French Correspondent's Account of the Battle.

The following particulars are from the pen of M. Amedee Achard, of the *Moniteur*:—

"On the morning of the day of battle, the Marshal occupied in person, with a portion of his troops, a straight line before Reichshofen, in front of the enemy. The remainder of his divisions were divided into two corps of equal strength; one on the left, occupying Woerth, the other on the right, the village of Eberbach. The line of battle represented a triangle, the point of which was turned toward the frontier. About 10 o'clock, a Prussian *corps d'armee*, sixty thousand strong, appeared to threaten the position occupied by the Marshal and to endeavor to pass between Reichshofen and Woerth. It arrived by the road from Niederbronn. After the first engagement of the tirailleurs, speedily followed by a second attack, the Marshal called up the corps placed at Eberbach, and placed it in battle order in front of the enemy, whom he checked, and soon after obliged to execute a backward movement. Thereupon a fresh *corps d'armee*, also sixty thousand strong, issued from the forest of Woerth, which had concealed its march, and threw its dense columns upon the regiments placed in front of the village of Woerth. Twenty-three thousand men thus found themselves in the presence of 120,000, provided with an immense amount of artillery. The battle had already lasted several hours without the positions occupied by the Marshal having been forced, when in the afternoon, about 5 o'clock, a third *corps d'armee*, this time seventy-four thousand strong, arrived, and passing behind Eberbach, which had been abandoned, sought to swamp the Marshal's decimated divisions and to cut off the line of retreat upon Haguenau and Saverne. The 1st French Corps was taken between three fires. The Marshal decided upon giving up the battle-field, covered with dead, where numbers had triumphed; but, in order to be able to bring together the remains of his divisions, which were in part now not more numerous than brigades, he threw a regiment of cuirassiers against the enemy's *avant garde*. These men of iron knew teat they were doomed to death. It was the first time that they had ever fought. Men of their branch of the army had never been seen on a field of battle since Waterloo, but they recollected what their fathers had done, and from the first blow they renewed the legendary charges of the hollow road of Honain. In spite of the batteries, in spite of the *mitrailleuses*, notwithstanding the confusion occasioned by the men and horses falling around them, the cuirassiers reached the front of the Prussian regiments, broke them, crushed them, charged on and on, till the *avant garde*, shaken through its entire thickness, went backward. But other and more numerous battalions brought the assistance of their weight to the Prussians who could no longer advance, and what remained of our cuirassiers disappeared in a whirlwind of enemies. The 1st Corps had had its route opened during an hour; another hour was necessary to accomplish its retreat. The Marshal had at hand a regiment of chasseurs. The safety of an army was at stake; he made a sign; the regiment started off; and the prodigies of valor achieved by the cuirassiers were renewed by the chasseurs. In their turn they made a frightful onslaught, and the French army, thus enabled to rejoin the bulk of the forces, was saved. The chasseurs were all killed. In the thickest dart of the bat-tle the Marshal sent a despatch to General de Failly, ordering him to send two divisions to Lambach to attack the Prussian army in the rear. The telegraph wrote Hausbach, which is in an opposite direction, and General de Failly's divisions, full of ardor, of course found no one on arriving at the latter place."

The Battle was an Accident.

The correspondent of the London *Times* writes as follows:—

SOULTZ LES FORETS, Aug. 7.—Everything confirms the impression that the great battle of Woerth was an accident, and the belief gains ground that MacMahon, like Douay, had no idea of the force to which he was opposed when he attacked it. At the Prussian headquarters it was a surprise, and the outpost firing, which extended along the ridge over the Woerth rivulet (a few yards broad and a yard deep), was not considered serious till the French displayed a great line of artillery on the ridges and opened a furious cannonade. Had the corps on the Prussian left kept more in front, and had the Bavarians coming from Weissenburg passed on more rapidly and come on the French left, their escape would have been almost impossible. As it was, when the heavy cavalry were repulsed in their charge round through the battalions in the rear, masses of men threw down their arms. Their fighting at Nechwiller was grand. The Prussian generals say they never witnessed anything h more brilliant. But the Prussians were not to be denied. With tenacity as great, and a fiery resolution, they pressed on over the rivulet, up heights where the vineyards dripped with blood, and, checked again and again, still pressed on with a furious intrepidity which the enemy could not withstand in that desperate flight of six long hours, during which the battle raged in full vengeance. It lasted, indeed, for thirteen hours, and at one time the French gained ground and got down on to the ridge on the left; but the main stress of the day was on a narrow front of some two and a half miles along the stream at each side of Woerth, and the final stand was made by Reichshofen and Nechwiller, from which the French retreated by several roads through a very difficult country, by Niederbronn, etc., on Bitche. The victory of Goeben at Saarbrucken opens the road to Metz; but Bitche, with a strong citadel, still intervenes between his left and the army which ought to complete his communication, viz., that of Prince Frederick Charles. The German losses are certainly exceedingly heavy. In the 7th Regiment, out of 84 officers, 75 are killed or wounded! So it is said. A company of a regiment, perhaps the same, lost 200 men. But the French were utterly routed, and the story of two divisions vanishes with the numbers on the caps of the prisoners.

BISMARCK.

The "Man of Iron and Blood" in the North German Parliament—His Caustic Severity on the Alleged Causes of the War.

The meeting of the German Federal Parliament in Berlin has given occasion to many scenes of profound interest. In the session of the second day Count Bismarck presented a summary view of the situation, commenting with caustic severity on the alleged causes of the war, and exposing the deceitful pretensions of the Imperial Government. A spectator of the proceedings of the occasion gives a dramatic sketch of Bismarck in a letter to a Vienna journal:—

"The President had already closed the session, and the members were about leaving the hall, when he rose, and requested them to again take their seats, as the Chancellor of the Confederation had a communication to make to the House. A general murmur was heard, and the crowd pressed into the galleries, in order to gain a better sight. Bismarck then made his appearance, his cheeks pale and deep furrows under his eyes. A broad-shouldered, strong-boned figure, in the uniform of a cavalry colonel, dark blue with yellow. The yellow of his uniform collar contrasted strangely with the deadly paleness of his face. He took his place to the left of the President. Near him lay a black leather portfolio. In this was concealed the fate of two nations. He searched for the key, and opened the little brass lock. Then he drew out a few sheets of paper—sheets in which lay the dreadful war that was to destroy so many thousand lives, and bring so many families to ruin. He gave a hasty glance at the first, and then began to speak. There was the stillness of death. Count Bismarck is no orator, in the usual sense of the term. He speaks without fluency, and with little pathos. He has nothing less at heart than this. His words come out in a broken form. He expresses what he has to say only in short sentences. He often hesitates. He makes pauses, and then hesitates again. His language never flows in a living stream. His speeches, which read as if they came from a single gush, are always fragmentary when they fall from his lips. You see that he labors as he speaks. One who heard him to-day for the first time might believe that the burden of the feelings which weighed upon his heart almost took away his breath, that every word was wrung out from the depths of his inner man. Yet he always speaks in this way. While he expresses himself with the utmost facility in private conversation, his language becomes slow and difficult as soon as he addresses a public assembly. What he said to the excited and eager members of the House is already known to every one that reads the newspapers. It was the keenest and most subtle criticism of the pretenses on which the French Government had gone to war. A slight vein of irony ran through his whole discourse, the effect of which on the hearer was heightened by the subdued tone of its delivery. Not a line in the countenance of the Chancellor was altered as he took up one sheet after another and declared its contents. No mocking contraction of the mouth accompanied the points which he made against the cabinet of Napoleon. No trace of approval or of disapproval betrayed his personal interest in the subject. In the same quiet, business-like manner he called the declaration of war 'the only official communication which he had received from the Imperial Government in the whole affair;" analyzed the private negotiations which had been entertained between the Ministry and the French Ambassador; characterized the interview at Ems; and, finally, referred to the unsuccessful attempt at mediation by England. The last sheet was the French original of the declaration of war—a piece of paper like all the rest—distinguished by no special mark—as Bismarck there took it in his hand—not even by the slightest change in his features, or the least wavering of his tone; he coldly remarked that the text of the declaration of war was already known in the German translation, and asked the Parliament to excuse him for the unfinished sketch of a circular to the foreign ministers; this was the last word of Bismarck in the session, at which no one could have been present, without being penetrated with the power and wide bearing of acts which it took but twenty or thirty minutes, and six or seven pieces of paper, to make unchangeable. We who have hitherto become acquainted with historical documents only after they have grown mouldy in the archives, here had them before us in their fresh odor and their modern aspect. There is nothing there to be seen of sentiment or enthusiasm; all this comes afterward—after the flow of tears and blood. And of these, we shall this time have no lack."

VON MOLTKE.

The Great German Strategist and his Peculiarities.

A correspondent of the New York *Times* writes as follows from Berlin:—

The leading spirit of the army, the "*facillime princeps*," is Count Moltke. He was born in 1800, but at the first glance, neither his looks nor his deportment seem to betray him, and a casual observer certainly would give him no more than fifty years. I had the good fortune of being his *vis-a vis* at dinner for two consecutive days. It is needless to say that etiquette forbids "interviewing" in this part of the world. Moreover, any attempt in that direction would have proved, under any circumstances, a dead failure, inasmuch as his reticence has become almost a by-word. Although, like many other generals, Count Moltke is little inclined to be talkative, he is considered as one of the greatest linguists in Prussia. I had the fullest opportunity of closely observing and minutely scrutinizing this great man, and I confess I was literally charmed. The mien of modesty and his retiring manner were extremely winning. In my peregrinations through the world I have often had occasion to observe, and even to admire, the calm and apparently unconcerned manner displayed by great heroes or prominent statesmen. But on further examination, I have invariably been doomed to disappointment. Simplicity turned out, as it were, merely a matter of education; the taciturn and retiring demeanor proved to be the result of mannerism. In fact, I had to learn that these men thought and felt like other mortals. But I was forcibly impressed that this must be otherwise with Count Moltke, and I was irresistibly reminded that no man was ever great without some degree of divine inspiration:—"Nemo vir magnus sino affiatu aliquo divino unquam fuit."

Persons who hesitate to believe that Prussia is fully prepared to meet the dangers of the impending struggle, will find in the mien and deportment of Count Moltke unmistakable evidence that nothing has been neglected to render the position of his country invincible. They will find that he carries with him the conviction that his army is unconquerable. All that forethought and human skill can devise has been provided for. He is contented to leave the rest to the Lord of Hosts.

THE HORRORS OF WAR.

Graphic Scenes Delineated by Edmond About—"The Reverse of the Medal"—The Prince Imperial Under Fire.

Mr. Edmond About is by all odds the most graphic and brilliant correspondent who has made his way to the front. He contributes to the *Moniteur du Soir* a letter entitled by an English translator "The Reverse of the Medal," in which, from Forbach, Saarbrucken, and Saarguemines, he gives a number of interesting anecdotes and describes the scenes by the way. He says:—

"Now one begins to see the reverse of the medal, and the features of the war are not so smiling as last week. As the carts file past, a young officer seated before the Cafe Francais recognizes the face of one among the wounded. He rises, draws near, and cries, "You? Is it you, —— here?" The other, who carries his arm in a sling, and seems to suffer cruelly, scarcely appears to notice this warm sympathy; he murmurs a few words confusedly, and lets his head fall forward. The cart goes on.

"Among the number was a boy, at most eighteen years old, with a bright and quick expression of face; and what fire there was in his large black eyes! One of the townspeople approaches him and says, 'You enlisted as a volunteer?' 'Yes,' he replies, and lets himself fall upon the hay of the wagon. Another, not yet twenty years old, is carried on a truck; he is hit in both legs, and seriously. This one makes jokes, but only he; all the others are already in a state of stupor. Sometimes a man struggles against his fate; witness, for instance, that little foot soldier whose right arm is broken, and who cries, 'Give me my rifle! I can kill them very well with the left hand.' But after twenty-four hours of the hospital, pain overcomes the most heroic natures.

"Three Prussians are in the convoy. The face of one is livid and swollen, like that of a man who has been fifteen days in the water; a Chassepot bullet has gone through his mouth; drink is given him through a straw; he does not complain. This poor creature, who has no longer any feature of the human face, seemed indifferent to his lot. One of his comrades, the day before yesterday, came to Forbach on the same hand-truck with the lieutenant of franc-tireurs, who was killed under fire. The living man, leaning on his elbow beside the dead, looked alternately at the corpse and at the inquisitive crowd without groaning—without moving a muscle.

"Nothing is more touching than the care of the French soldiers for the wounded, whether friends or enemies. Those who can walk they help; the others they carry with the gentleness of a mother. The men of the railway, humble soldiers who also risk their lives without any hope of glory, are equally attentive. They break the windows of the carriages lest the wounded should want air; they provide them with fresh water; they ask permission to remain with them to relieve their wants on the journey.

"The honor of the day, it is only right to declare, belongs to the Prince Imperial. The soldier is no courtier; you will know how to appreciate at its just value this little dialogue which I caught in passing:—

"'I say the Emperor was jolly plucky.'

"'Parbleu! it's his business.

"'But the young one—I saw him; he was in the hottest of it, and didn't duck to the bullets!'

"'That, now—that's good!'

"Another story, of charming simplicity. It is of the Prince:—

"'But, General,' he said, 'they're firing at us!'

"'Yes, your Highness,' replied General Frossard.

"Think of the manner in which princes are brought up, the homage with which they are wearied, the thousand proofs which establish in their eyes the doubly sacred inviolability of their little persons; measure the profound astonishment which must rise in a princely breast at the sight of these projectiles, of which the very least, in falling so near, commits the crime of high treason, and then say if war is not an admirable school, and if emperors are wrong to offer their sons to the enemy. A good lesson of equality, followed by an example of courage. 'Thus, then, there are men so daring as to fire upon the Prince Imperial?' 'Quite so, your Highness.' 'Very well; let us see.' And the boy stands still in the midst of the bullets. When I say the boy I mistake; he was a man when he returned from the field.

"SARREGUEMINES, Saturday—3 P. M.—Details are not wanting of this miserable day of Weissenburg, but I leave to others the care of instructing you. I had some acquaintance with General Abel Douay. I passed a day or two with him at the Convent of St. Odille in the autumn of 1865. He was a fine, worthy soldier; very firm, but very gentle; devoted to France; more strongly attached to duty than to life. It is believed here that he went to seek death in the midst of the foe rather than drag on to the grave the shame of a defeat.

"Although I am terribly new in war, and although my studies of our armies have to be made in the face of a thousand oppositions, I have already been enabled to learn many details and to collect a few ideas.

"We committed, then, the first fault in waiting for invasion. It is we who declare war, and yet we wait at home until the others make war upon us. For twenty days now we have been playing the fool this side the frontier, instead of dashing at the enemy. We were not ready—admitted; but were the Prussians better prepared?

"I have watched how these twenty days have been employed; they have been wasted in useless marches and countermarches, which have bored our soldiers. Many have marched more than was right, have weakened themselves, and scarcely recruited their strength. The order for distributing rations in the field has only arrived to-day. These fatigues and these privations, had they any object? Was the soldier's flesh thus chastened to lead him to certain victory? Was there any plan of the campaign at all? It would be excusable to doubt it; the corps which go backwards and forwards, as if haphazard, on the frontier, do not seem to be grasped in a firm hand. Perhaps unity of direction and command was wanting.

"The generals—are they all young enough? It is said not. As to the soldiers, many of them are too young and too new to the service. Many of the reserve still have to learn how to manage the Chassepot; they are only acquainted with the old-fashioned piece. These men are drafted off into other companies, which they weaken instead of reinforcing. Such conscripts fire at random like wild things; they are subject to panic, disorder, and demoralize the old soldiers."

NOTES OF THE WAR.

The Threatened Collapse.

The *Pall Mall Gazette* of the 19th thinks the French Empire is in danger of immediate collapse. This apprehension is based upon a belief that the Emperor is to all intents and purposes beaten already, and that within a very brief period the Germans will be on the way to Paris. It is thought—we now only repeat what we hear—that even if the Germans should be delayed, the Empire cannot live. The Government has been under the necessity of arming the Parisian population as national guards. Now the great mass of that population, though undoubtedly very patriotic, hates the Empire, and is republican at heart, which promises as much for the overthrow of the Emperor as the discomfiture of his enemies.

England and Belgium.

The London *Times* says it does not appear that Belgium itself has been in any way consulted about the supplementary agreements. We propose that if one belligerent violate Belgian neutrality, the other should co-operate with us to expel the intruder; but what if Belgium should prefer to have no second belligerent within her borders, from the wholesome apprehension that, once within, he might not so readily retire again? Belgium is an independent, if neutral State, and if Belgium, appealing to the obligations of 1839, called for the assistance of a guaranteeing neutral, and rejected the aid of a belligerent, the guaranteeing neutral could not decline because the belligerent was warned off.

The War and Christianity.

The *Pall Mall Gazette* says:—"It is no easy task to reconcile war with our notions of Christianity, and every allowance should therefore be made for those whose duty it is to frame prayers which, without being offered up for either side, are applicable to both; otherwise it would be easy to point out that the form of prayer recommended by the Bishop of London as a help to private devotion during the continuance of the present war deals very tenderly with the combatants, and places the strife on such a footing that if the prayer is heard it will probably become a long, lingering warfare, conducted in such a manner as to make fighting not only popular, but rather creditable than otherwise. The Bishop proposes that we should pray to the Almighty to 'restrain the passions of the combatants' inspire the conquerors with mercy, and the vanquished with submission to His will.' An immediate cessation of the war would to some persons seem a more desirable object for prayer than that mercy should come after conquest and resignation after defeat."

The Crown Prince's Speech to the Bavarians.

The Crown Prince of Prussia travelled very rapidly through Bavaria. At Ingolstadt, however, he left his carriage, and after the officers had been presented to him, he spoke as follows:—"Gentlemen, I introduce myself to you as the Commander-in-Chief of the Bavarian army. I cannot tell you how greatly honored I feel at your King having intrusted this post to me. We will not conceal from ourselves that we are about to enter on a difficult contest, but the general enthusiasm which we find in every district of Germany induces me to hope that, by the help of God, it will be a victorious contest, which will lead to a lasting peace and the prosperity of Germany. Let us, therefore, depend on our good cause and on our good swords."

An Austrian Opinion.

The Vienna *Neue Freie Presse* has on article on the chances of Napoleon III, from which we take the following passage:—"War is a game of dice for both parties. One difference, however, exists, a single victory is not decisive for Napoleon. The war which has united all political parties in Germany is a national undertaking, and the will of a nation is strong and enduring. On the other hand, the first defeat will become a domestic danger to the present ruler of the French. Even his uncle had to leave the country when he was unsuccessful. The French separated their destiny from his, to save what they could. Such are Napoleon's chances in this war, and whoever becomes his ally will share them. In opposition to the possible advantages which may be gained, stands the chance of being abandoned by Napoleon, as soon as he thinks he no longer requires an ally. This is the prospect in case of a common victory. In the case of a defeat, his friends will find that they have entered a ship with which Napoleon intends to blow up a powder-magazine."

JAIL DELIVERIES.

A Modern Baron Trenck in Lancaster, Pa.

The Lancaster *Intelligencer* of last evening says:—

Frank Le Barren, convicted of burglariously entering the residence of Mrs. Rogers, in Duke street, and, in conjunction with Harry Himes, tying and robbing her of a large amount of money and bonds, escaped from our County Prison on Saturday night or early on Sunday morning. Le Barren was confined in iron-clad cell No. 53, on the second floor, being the same cell from which Hamilton, the outlaw, escaped some time ago. It will be remembered that Hamilton escaped through the window by cutting away several inches of the boiler iron with which it was lined, and chiseling off a portion of the granite sill, thus making an opening large enough to admit of the passage of his body. The cell had been very imperfectly repaired by screwing an additional plate of boiler iron over the one that had been cut away by Hamilton, the heads of the screws being three-eighths of an inch square, and standing in bold relief above the surface of the boiler iron. Le Barren's mode of escape was easily determined. It was to remove the plate of boiler iron and saw off one of the pointed iron spikes that prevented egress through the window. The necessary tools, a small saw and wrench, were doubtless furnished him by an accomplice, and his task was soon completed. He then made a rope of his bed-clothing, attached one end of it to one of the pointed spikes in the window-sill, and swung himself to the ground. Harry Himes occupies the cell immediately beneath Le Barren's, and it is said as the latter descended his rope he stopped at Himes' window and bid him good-bye. He was now in the prison yard, but had yet to scale the stone wall, which is sixteen or eighteen feet high. He was evidently not long in finding appliances to effect this object. There was a wooden trough, some fourteen or sixteen feet in length, and about six inches wide, which had been laid down in the jail yard for the purpose of carrying off the waste water from the wash-house. A better ladder could scarcely be desired. Le Barren "up-ended" it, placed it against the wall, and walked to the top. How he got down is not certainly known, but it is supposed he walked some yards along the top of the wall and then jumped off, alighting on a pile of stable manure outside the wall.

Wholesale Escapes from a Delaware Prison.

On Wednesday morning the insecurity of our jail at Dover was again made manifest by the escape of eight prisoners, viz.:—Henry Johnson, colored, convicted of burglary at last court and sentenced to nine years imprisonment; Nebuchadnezzar Pratis, colored, convicted of burglary; Henry Campbell, colored, convicted of stealing; Daniel Cubbage, colored; William Collins, colored; Jacob Davis, colored; Charles Roberts, small colored boy; and James Thorne, colored, for assault, awaiting trial. They effected their escape by sliding down the chute leading from the water-closet to the cesspool, a loathsome avenue to liberty, but the only one available, it seems. Johnson took his leg irons with him, and one of the other prisoners a pair of handcuffs. None of the prisoners have been recaptured, and it is believed they all escaped into Maryland. This jail has long been noted for its rottenness and insecurity, and several times prisoners have escaped without any great trouble.—*Wilmington Commercial, last evening.*

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Tuesday, Aug. 23, 1870.

The exhibit of the city national banks issued last night is again unfavorable to the market, all the principal items showing a falling off as compared with that of the previous week. The deposits are less by $797,940, legal-tenders by $283,673, and specie by $103,603. On the other hand, the loans have been contracted $503,840, indicating a caution among the banks to which we have occasionally referred during the week. It is likely that we shall have to record a further advance in rates before long, though to-day there was no apparent change worth noting.

Gold opened strong, with sales at 116, declined soon after the opening to 115¾, and then advanced up to 116⅝, closing at noon at about 116¾.

Government bonds are dull, but advanced with gold, showing that the market is less than usual under the influence of the foreign operators.

The stock market was a shade more active, but we notice no change in prices. In State loans there were sales of the 6s, first series, at 103¾. City 6s, new, sold at 101¼.

Reading Railroad was steady, with sales at 47⅞, regular, and at 48¼ b. o. Pennsylvania improved, selling at 57⅞. Sales of Little Schuylkill at 42, Lehigh Valley at 57¾@57⅞, and Northern Central at 44½.

Canal shares and the balance of the list attracted little attention, but they were steady. A sale of Farmers' and Mechanics' Bank at 122.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$300 City 6s, Old	101¾	200 sh Read R	c. 47⅞
$5000 City 6s, New	101⅝	6 do	..tf. 48
$700 C & A m 6s, '80	96	500 do	..b. 60. 48⅛
$200 do	96	100 do	47⅞
$7400 Pa 6s 1 sc.	18.	500 do	..b60. 48⅛
	b5..107¾	1000 do	..b60. 48⅛
1 sh Lit Sch R	42	100 do	47⅞
43 sh Penna R	57⅛	2 sh Leh V R	57¾
100 do	..b5. 58⅛	24 do	57⅞
18 sh N Cent R	44½	19 do	58. 57⅞
11 sh F & M Bk	18.123		

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 114⅝@114¾; 5-20s of 1862, 112¼@112⅝; do. 1854, 111⅛@111¾; do. Nov. 1865, 111¼@111½; do. do., July, 110@110¼; do. do., 1867, 110⅛@110⅜; do. 1868, 110¼@110⅜; 10-40s, 108⅛@109; Pacifics, 111¼@112. Gold, 115¾.

Philadelphia Trade Report.

TUESDAY, Aug. 23.—The demand for Flour continues limited, there being no disposition on the part of the home consumers to purchase beyond their immediate wants. A few hundred barrels changed hands, including superfine, at $5 50@5 62½; extras at $5 75@6 25; Iowa, Wisconsin, and Minnesota extra family at $6 25@6 75; Pennsylvania do. do. at $7@7 50; Indiana and Ohio do. do. at $7@7 75; and fancy brands at $8@8 50, as in quality. Rye Flour may be quoted at $6@6 12½; 100 barrels sold at the latter rate. Prices of Corn Meal are nominal.

The Wheat market is quiet, but prices remain without change. Sales of 1200 bushels choice new Pennsylvania red at $1 45@1 48; new Western do. at $1 37@1 42; and white at $1 50@1 60. Rye is dull at 95@98c. for new Western. Corn is without improvement. Sales of Pennsylvania yellow at $1@1 03; 1000 bushels Western do. at 95@99c.; and 2000 bushels Western mixed at 90@95c. Oats are unchanged. Sales of 500 bushels Pennsylvania at 50c.; and 6000 bushels Western at 47@51c. Nothing doing in Barley or Malt.

Bark—In the absence of sales we quote No. 1 Quercitron at $50 ₱ ton. Tanners' Bark ranges from $18 to $19 ₱ cord.

Whisky is dull. 75 barrels Western iron-bound sold at 97@98c., and patent at 99c.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

NEW YORK, Aug. 23.—Arrived, steamship Holland, from Liverpool.

PORT OF PHILADELPHIA.....AUGUST 23

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....70 | 11 A. M.....80 | 2 P. M.....85

CLEARED THIS MORNING.

Steamer E. C. Biddle, McCue, New York, W. P. Clyde & Co.
Schr M. D. Cranmer, Horner, Boston, Weld, Nagle & Co.
Schr S. E. Jones, Handy, Boston, do.
Schr L. A. Burlingame, Burlingame, Boston, do.
Schr Rising Sun, Jones, Boston, Repplier, Gordon & Co.
Schr Gen. Grant, Coulburn, Richmond, Va., do.
Schr A. Wiley, Avey, Richmond, Va., do.
Schr S. L. Simmons, Gandy, Salem, Sinnickson & Co.
Schr Young Teaser, Slocum, Bristol, do.
Schr Alexander, Baker, Hartford, do.
Schr M. McDougal, James, New York, do.
Schr S. L. Simpson, Doty, New Haven, do.
Schr Susan McDevitt, McDevitt, Noank, do.
Schr Paugussett, Waples, Boston, do.
Schr W. B. Thomas, Winsmore, Boston, John C. Scott & Sons.
Schr C. L. Herrick, Baldwin, Salem, do.
Schr B. F. Lovell, Leawith, Portsmouth, do.
Schr A. S. Cannon, Cobb, Cambridge, do.
Tug Thomas Jefferson, Allen, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer Diamond State, Wood, 11 hours from Sassafras River, with mdse. and passengers to A. Groves, Jr.
Steamer Ann Eliza, Richards, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Schr Onkahi, Bryant, 5 days from Choptank River, with railroad ties to J. L. Bewley & Co.
Schr Aurora, Artis, 1 day from Frederica, Del., with grain to Christian & Co.
Schr Restless, Baxter, 5 days from Boston, with ice to Knickerbocker Ice Co.
Schr R. K. Vaughn, Risley, from Quincy Point, with granite to Barker & Bro.
Schr L. Frazier, Steelman, from Boston, with ice to Penn Ice Co.
Schr B. L. Adams, Nickerson, 5 days from Boston, with mdse. to captain.
Schr Julia A. Crawford, Young, from Greenport.
Schr C. S. Watson, Adams, from Nantucket.
Schr George Nevinger, Smith, from Boston.
Schr A. Bartlett, Bartlett, from Boston.
Schr A. M. Lee, Pukes, from Boston.
Schr Roanoke, Barrett, from New London.
Schr Rebecca W. Huddell, Maloy, from Norwich.
Tug Hudson, Nicholson, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Aug. 23.—The following boats left this morning in tow:—

Harry, with lumber to Rice & Co.
Revenue, with lumber to Patterson & Lippincott.
Carrie and Elmer, with coal, for Chester.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE FARRAGUT FUNERAL.

From the N. Y. World.

The obsequies of this gallant sailor—a modest and really heroic man—have, in one respect, been all that could be wished. The neighborhood where he accidentally died, without reserve or distinction of social or political position, followed him as mourners to the grave; his own pastor took the trouble to hasten from a distance to the scene, and utter the grand words of the Liturgy over the coffin as it sank from view; the gallant soldier who fought bravely though disastrously the initial battle of the war was there; and within sound of the ocean which he loved so well our greatest sailor sank to rest. But let us, in no unkindness, ask, was there not something wanting? It seems to us there was a great deal.

It has always been a matter of wonder why, in this ocean-bounded land of ours, there is such disparity in the honors paid to our sailors and our soldiers, either living or dead. If a blustering brigadier dies of apoplexy or some less reputable ailment in our midst, regiments and draped flags and muffled drums ostentatiously follow him on his last march; and if he happen to be a Cabinet minister, and the friend, though a forgotten one, of an actual President, old cannon are melted up and a commission goes to Rome or Munich for a statue. The poor sailor's death is announced by scattering minute guns—not, as formerly, all over the world, but in decrepit navy yards—by cheap bunting at half-mast, and an instant quarrel for promotion. This is not so in the land of our ancestors. It did not use to be here. The ceremonial of 1805 over England's sailor was relatively as grand as that of 1852 over her soldier. Trafalgar and Waterloo knew no difference; and Nelson, between his two lieutenants, Northesk and Collingwood, lies in the crypt of St. Paul's, and in a tomb meant for Woolsey, not far from Wellington. With us it was once the same. Hull and Decatur and Bainbridge were drawn in triumph through the streets of Philadelphia, and in her graveyards, with Biddle and Stewart, are appropriately entombed. At the gateway of Trinity lie the remains of Lawrence and Ludlow, and "Don't give up the ship!" was once a classic phrase. But by some inscrutable process it is all fading away, and Farragut—who, as we have said, took New Orleans, without which Grant's slow victories would have been fruitless, and, lashed in the rigging at Mobile, ran greater personal risk than our President ever did—is buried with no recognition but such as the newspapers gave him, and without a single member of the executive branch of the Government pausing a moment in his career of summer recreation to honor him. Ex-Secretary Welles was there—and it was a graceful act on the part of a grateful friend; and Mr. G. V. Fox, he who tinkered Fort Sumter and perpetuated the Potomac blockade, but still a naval man true to his instincts; and Senator Wilson, ready generally to do an amiable act; and General Banks. But where was Butler (Lowell is not far from Portsmouth), who did not take New Orleans? Where was Boutwell, the New England member of the Cabinet, close at hand? Where was the Republican Governor of New Hampshire? Where was Secretary Robeson, with railroads and gunboats *ad libitum;* where was the antecedent Borie; where was Vice-Admiral Porter, who once was Farragut's pet, and under whose father's flag, in distant seas, our dead hero gained his first laurels; and, above all, where was President Grant? The circle around which he was swinging, from East to West and back again, was nearly complete. The soldier of Vicksburg at the grave of the sailor of New Orleans and Mobile would have been, in its way, as picturesque as Charles Napier looking into the vault of Wellington. It is idle to say that difficulties of transit prevented it. Whatever railway and steamboat difficulties may have sprung up since the summer of 1869, there would have been many a one too happy to speed the President on this pious errand, had he been inclined to go. We hardly think, though the suspicion has more than once darkened our mind, that we have so far sunk into ceremonialism that a question of official etiquette prevented this graceful and decorous act. All we know is that neither he nor any of his Cabinet were there. When in a radical corner of Connecticut there is to be a frolic, and Beecher is to blow his blast, and Hawley and Butler are to brawl, and Woodford is to make a fulsome speech, our President finds time to go. But not to the grave of Farragut!

The absence of naval men of high rank on this occasion, there being but one rear-admiral, and the rest of the pall-bearers being surgeons and paymasters and marine officers, is accounted for, not satisfactorily we must say, by a difficulty created by a recent act of Congress (a spiggot-saving piece of economy) curtailing expenses on such occasions. Are there no admirals or commodores or post-captains willing, for the honor of their profession, to make this journey of respect even at their own expense; and is there no contingent fund of the Navy Department to defray this puny charge? Of this we are very sure: that when the question of promotion in Admiral Farragut's place comes to be considered, if the personal attendance of aspirants is deemed important, considerations of expense will not be thought of. There will, however, we imagine, be no room for competition. The principle which led Grant to overslaugh Meade and Thomas on shore will promote his personal friend Porter at sea, and he will not be thwarted, even though in doing such an honor he actually insults the memory of the dead by appointing an enemy to succeed him.

WANTED, PROTECTION AGAINST INDUSTRIAL QUACKERY.

From the N. Y. Times.

The abundant and economical production of good iron and steel, perhaps the most important industrial problem of the age, is embarrassed by manifold and stubborn difficulties. Many of the best deposits of ore and coal are remote from commercial and manufacturing centres. Ores differ vastly in composition, and the same mine may be free from harmful ingredients in one part and fatally full of them in another. Thus vast and costly scientific and experimental researches into the nature and capacities of each mineral deposit become necessary. Iron and steel-working machinery is peculiarly expensive, and the constant improvement of tools and processes involves as constant reconstruction. Then the question of labor in this manufacture is peculiarly involved and unsettled. All these things and many more, both scientific and commercial, impede the progress of new inventions, but the most stubborn and annoying embarrassment that improvements have to encounter is editorial advertising in the New York *Tribune.*

Some months ago this great authority on metallurgy egregiously puffed, in a leading column, the wonderful invention of a Dr. Field, by which all other iron and steel processes were to be superseded, by which the furnaces of Great Britain were to be shut up, and by which some of the most miraculous things unknown to science were to be performed. Among others, "iron castings" were to be made "five times as strong as those produced by the old processes"—a simple physical impossibility, which the inventor even did not attempt. The utter absurdity of the *Tribune's* representations, and the indecency of its grasp after favor and capital, simply disgusted iron masters, and thus embarrassed the development of Dr. Field's process. It was, however, thoroughly and faithfully tried at last by the inventor himself, aided by all the skill and facilities of two of our largest iron works, and although it had some little merit, it was of insufficient value to warrant its adoption at either of these works. In common with numerous kindred inventions—a mere flux to remove some of the impurities from iron—it has already sunk out of sight as an invention of limited utility and importance.

The *Tribune* has now fastened itself around the neck of another discovery of some promise—the use of the Codorus ore, found in Pennsylvania, in purifying iron. In its own convincing manner, it bids for the favorable consideration of the iron trade, by asserting that the standard processes are now to be "superseded." No modern iron or steel process has been superseded, heretofore, by a new discovery; they have modified and improved each other. Blooming, puddling, cementation, crucible-melting, Bessemerizing, and the Siemens-Martin and all other established processes, instead of displacing each other, are all increasing and growing up together. In many cases the new processes enlarge the field of the older ones, and in no case has any process reached perfection; but all of them are the constant subjects of experimental improvement. This being the general law of the development of iron metallurgy, the authority quoted attempts to establish its latest speculation by promising that the general law shall now be reversed. The standard process, yet in its youth, is to be entirely wiped out by one in its infancy—by a process which, although barely developed in one town, is subject to no difficulties of varying materials and skill, but produces "a perfect steel with no risk of failure."

The good-will and confidence of manufacturers thus being secured, our contemporary proceeds to give metallurgists some information, of which one sample, we think, will answer every purpose. A perfect steel, it says, is "produced by the ordinary puddling process—"which is simply a physical impossibility. The puddling process decarburizes melted pig-iron and reduces it to a pasty ball of malleable iron. Certain grades of puddling iron are sometimes *called* "puddled steel" or "semi steel," but the term "steel" is universally held to apply only to a malleable product that has been *cast* from a liquid state, and is hence, in character and structure, essentially different from any possible product of the puddling process. Such being the actual state of the art, the *Tribune* assures railroad men and metallurgists that it is a simple process, "with which they are perfectly familiar." And, finally, in order that no single feature of the discovery may escape its handling, the *Tribune* recommends the new steel for rails, on the ground that "Colonel Boyer, of Pottsville, who has no interest in this discovery, and never visited the mines till Monday," finds it to be an excellent "tool" steel. In every other rail process, the chief effort is to make the metal as unlike tool steel as possible, but then the idea of tool-steel rails is not very startling when once we have familiarized ourselves with puddling cast-steel, increasing the strength of cast-iron five fold by a flux, and the general upsetting of our previously acquired knowledge and devices. Seriously, American industry should be protected against the clumsy caresses of its friends.

A WEEK OF BATTLES.

From the N. Y. Sun.

The battles a round Metz were continued on Saturday, with a desperate effort by Marshal Bazaine to cut his way through the Prussian lines, and reopen his communication with Paris. After three hours' fighting he was forced back within the fortifications; and he will hardly renew an attempt in which he has so many times been foiled, and with such enormous bloodshed.

How great are the losses of the two parties we have no precise information; for both the French and the Prussian authorities prevent the transmission of any detailed reports upon this subject. But the French constantly represent the Prussians as suffering dreadfully, and the King of Prussia says that the killed and wounded of Thursday's encounter were forty thousand. In this number he evidently includes the French as well as his own. On Friday both armies appear to have rested after their herculean struggles of Thursday, so that in the week there were six days of combat. Of these, Thursday must have been much the bloodiest; but it is a moderate estimate that the killed and wounded in this unprecedented succession of battles must have amounted altogether to the sickening aggregate of at least one hundred and fifty thousand men. This is three times as large as the losses of both sides in the two days' battle at Gettysburg, and more than twice as large as Grant's in his movement from the Wilderness to Petersburg. On which side has the loss been greatest in the present instance? On Sunday, the 14th, both armies fought without cover, the Prussians surprising the French and cutting their column in two. Since then the attack has been made alternately by one and the other party, the French endeavoring to effect their retreat to Chalons, and the Prussians endeavoring to shut them up in Metz; and each army has alternately had the benefit of fighting under cover of field intrenchments. For this reason we conclude that in number of killed and wounded one must have suffered about as severely as the other.

Bazaine is now penned up in Metz, and we ought at once to hear of the Prussian Crown Prince passing Chalons on his way towards Paris. The order issued on Saturday to the farmers about Chalons to bring in all their grain within twenty-four hours shows that MacMahon and Frossard, who command the French forces there, are anticipating a movement, and mean to leave no supplies for the enemy. It is said that, with the heterogeneous forces at their disposal, they have taken the desperate hazard of fighting the Crown Prince.

Little weight can be allowed to the assertion which Count Palikao, the French Minister of War, so pertinaciously renews, that it is Bazaine who has gained the victory at Metz, and not the Prussians. If Bazaine is victorious, why is he still at Metz? And why was he fighting there six days of last week? He started before daylight on Sunday to march to Chalons, where a general concentration of the French forces had been ordered. He had hardly got outside of Metz before he was attacked; and though Napoleon himself has told the world with what success the attack was repulsed, the march has never been continued; and though the battle of every day has, according to Count Palikao, resulted in French victory, there Bazaine still remains, less able than ever to march upon Chalons. Even Palikao does not pretend that he has received a telegram from Bazaine since Wednesday night, the 17th instant, and then it was sent by a messenger from Bazaine's camp to Verdun, because that was the nearest place still in telegraphic communication with Paris. The truth that the Second Empire has been crushed at Metz cannot be denied or disguised.

While all the world unites in ridiculing the ability of Napoleon III as a military commander, it should not escape notice that Marshal Bazaine has been outgeneralled, surprised, and beaten by the Prussians quite as signally as the Emperor himself, and has shown an equal readiness to commit the most inexcusable military blunders. Deluded by the strength of Metz as a fortress, he concentrated his army there and intended to fight, but allowed the Prussians to get possession of the only railroad connecting Metz and Chalons. When the Crown Prince broke this road by blowing up the viaduct across the Moselle at Pont-a-Mousson on the 13th, Bazaine perceived his blunder, and ordered an immediate retreat, but without the aid of a railroad he had to move with all his trains by ordinary country highways. Next, no sooner had he set out than he was surprised by Von Steinmetz and Prince Frederick Charles.

His army was separated in two, and he himself, with the greater part of it, was forced back under the fortifications of Metz. There he has remained ever since; and whenever he has succeeded in getting out six or a dozen miles in any direction, he has found every controlling position occupied by the Prussians; and after fighting the bloody battles of this memorable week, he will doubtless soon have to choose between starvation and the surrender of the French grand army. He has shown professional incapacity as great as that of his master; and he may look with envy even upon the luckless MacMahon, for though the latter has likewise been outgeneralled, surprised, and crushed, the chief responsibility has not been his, but belongs to Napoleon III.

Thus perishes the mighty sham of the Second Empire, born in perjury and treachery, and built up in fraud and corruption. The cost to humanity of clearing it away is awful to think of; but the air of the world will be purer when it is utterly removed.

REPEATED CHANGING OF GOVERNMENT CLERKS AND ITS BAD EFFECT.

From the N. Y. Herald.

It is intimated that the pernicious custom, which has grown up since Lincoln's time, of changing clerks at the dictation of every Congressman or politician of influence in the Republican party, costs the General Government millions a year, besides imposing an unfair amount of labor upon the experienced officials, who find themselves compelled by the exigencies of the service to do the work of the green hands who are constantly coming and going and confusing the public business. Before the time of Lincoln the lines of demarcation separating the three branches of the government, to wit, the legislative, executive, and judicial, were clearly drawn and fully understood. The legislative was left in undisputed possession of its branch, and the Executive was undisturbed in the control and distribution of the public patronage. The President was conceded the right to appoint whom he pleased without consultation with Senator Tom, Congressman Dick, or Governor Harry. But now every Senator, Congressman, Governor, and big State politician claims a certain proportionate share of the spoils, so that if one State gets a feather's weight more than its quota there is danger of an internecine party war. Senators, Congressmen, Governors, and big politicians claim this distribution, not as a matter of courtesy, but as an incontestable right, and they exact the last pound of flesh with true Shylock greed and with more than Shylock success. They get their share, and the consequence is that the public service has come to be at the mercy of an unascertained number of politicians. If yesterday's pet does not suit all the whims of Mr. Politician to-day, he is summarily discharged from whatever position he may fill and a new and greener appointee succeeds.

Under such a civil service system how can the public interests be properly cared for? No sooner are men made acquainted with the duties of their offices than they are dismissed the service. As a matter of course the public service is entrusted mainly to an army of greenhorns. Only a few of the chief clerks, who are indispensable for the purpose of keeping the machinery properly oiled and working, are constantly kept in office, and frequently clerks of this class are rooted out to make room for some political fugleman or nincompoop, who, through ignorance of the duties devolving upon the place he is sent to fill, becomes a dead weight and a detriment to the public business.

To illustrate the effect of this system on some branches of the service, we will take for example the customs service, under which there exist many offices requiring the most intricate knowledge of old laws, customs and forms of procedure, calling for the greatest experience and the most constant and unremitting study and attention. Four or five months ago the head of the Customs Bureau, finding a confused state of things prevailing in the warehouse department, sent an elaborately prepared series of instructions and regulations to the Custom Houses of the country, for the guidance of both Collectors and their subordinates. The instructions and regulations proved too much for the greenhorns in office, and a Washington official, thoroughly versed, had to be despatched to New York, Boston, and Philadelphia to enlighten the thick-headed subordinates. This preceptor remained several days posting all the clerks, leaving behind him, moreover, written instructions for their guidance. He returned to Washington, but soon after irregularities were noticed again, and repeated warnings and expostulations by mail failed to effect any improvement. The official was obliged to visit New York, Boston, and Philadelphia again, and at each of the Custom Houses in those cities he was surprised to find all the clerks in the warehouse department changed. Not a single one to whom he had imparted information with so much trouble and care remained in office. All were new clerks, who had no more knowledge of the duties required of them than a greenhorn has of the Greek grammar. They had been installed in place of the men of experience by Senators, Congressmen and big politicians.

Any reflecting person can see how a loose public system like this offers a premium for fraud and plunder. There is no incentive for working presented. The clerks are taught by the fate of their predecessors that knowledge and experience are of no account, and that all they have to consider is how long they may preserve the good will of their patrons by political usefulness and how much they can steal in the short time they are likely to remain in office.

BEARDING THE LION.

From the N. Y. Tribune.

Since the days of chivalry we do not know that anything pluckier has been recorded than the visit of the Rev. J. P. Newman to Salt Lake City to do battle, logical and exegetical, with the wicked and obscene Dragon of Polygamy. It must have required a good deal of enthusiasm to go all that distance to refute what all virtuous persons consider to be an immorality and all sensible persons an absurdity. But Mr. Newman was in a manner constrained to go. He had preached a sermon on the subject, which was heard of in Utah; whereupon the Utah *Telegraph* asked why he did not come to that Territory to preach it "in the new Tabernacle before 10,000 Mormons, with Orson Hyde or some other prominent Mormon to answer." Mr. Newman immediately packed his trunk, bought his railway ticket, and started very much as Don Quixote would have done under like circumstances. But it was one thing to go to Utah, and quite another thing to get either Brigham or his man Orson to meet him in debate. Young, coolly, for August, replied that he had given no challenge; nor did the great Orson show any desire to enter the lists. Apparently, Mr. Newman had his long journey for his pains. But Young was too shrewd a man not to see that he had lost ground by declining the contest; and he therefore sent Mr. Newman an invitation to come and preach in the Tabernacle. Mr. Newman replied that he had already made arrangements to preach in the M. E. meeting-house. And he did preach there "for three mortal hours," in a "sweltering August afternoon," a sermon brimful of texts, to prove that there might be concubinage among the Jews, but that, in our sense of the word, they had no polygamy. Since then the battle royal itself has finally been arranged and fought.

We do not here attempt any abstract of the arguments. Much as we respect Mr. Newman, we do not consider that such of them as were drawn from the manners and customs of the Jews had any pertinence or consequence. We believe that with Christianity came a better and a nobler and a purer dispensation. The polygamy of the Jews, or the concubinage, was temporary and local, and not of Divine ordination. If otherwise, why do not the Jews, as a body, now practise it? They virtually acknowledge that there was no command of perpetual validity to maintain polygamy; for while in matters of their law they are nearly as strict as ever, they cheerfully obey our laws of marriage. To be sure, they could not do otherwise without being sent to the penitentiary; but we have no reason to believe that they wish to do otherwise.

We prefer to base our hostility to polygamy upon the fact that all modern civilized nations are monogamous, so far as that word implies having one wife at a time. Mr. Newman shows that such is the doctrine of Christianity, and such being its doctrine, there is no room left for an argument. The example of Utah alone shows how inconsistent is polygamy with refinement, with intellectual culture, with the happiness of woman. The preaching in the Tabernacle is coarse and rude, and often blasphemous; the feminine instincts perpetually revolt against this desecration of the institution of marriage; and there is no man who looks at the matter rationally who does not see that there can be nothing permanent in the custom. It may not be easy to put it down, but so long as it lasts it is a national shame and reproach. Nothing but the great distance of Utah from the seat of government has saved it; but now that a considerable party in Utah itself has been organized against it, we may consider it as doomed. It must pass away at least with the present generation.

SPECIAL NOTICES.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to ncrease the same to ten million dollars.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths§

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE KEYSTONE STATE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE ANTHRACITE BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to two million dollars.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Cotton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26§

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$300,000 United States Five Per Cent. Loan, ten-forties	$316,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
50,000 United States Six Per Cent. Loan, 1881	60,000·00
200,000 State of Pennsylvania Six Per Cent. Loan	213,250·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
80,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
85,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	83,625·00
85,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
20,000 State of Tennessee Five Per Cent. Loan	15,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
13,500 Pennsylvania Railroad Company, 250 shares stock	14,000·00
3,000 North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,231,400 Par.	Market value, $1,255,270·0
Cost, $1,215,622·27.	
Real Estate	35,000·00
Bills Receivable for Insurances made	$23,700·75
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	85,097·96
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank $163,318·93	
Cash in Drawer 972·26	169,291·14
	$1,852,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade.
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
George W. Bernadou	A. B. Berger, Pittsburg
William C. Houston,	D. T. Morgan, Pittsburg

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL Assistant Secretary. 1 1

INSURANCE COMPANY NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991·837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,844
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	217,620
Loans on Collateral Security	22,559
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Wain,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie,

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 5 4

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888'24

CAPITAL $400,000·00
ACCRUED SURPLUS AND PREMIUMS 2,609,888·24

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5.500,000

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. 12 19
THEODORE M. REGER, Assistant Secretary.

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000·00
CASH Assets, July 1, 1870 550,732·90

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomer
John R. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

FAME INSURANCE COMPANY,
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS L. BLANCHARD, Secretary. 1 25

INSURANCE.

Life Insurance for the People!

HOMESTEAD LIFE INSURANCE COMPANY OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

FIRE ASSOCIATION,
INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,572,732·

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George L. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
Joseph E. Schell.	

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock, Jr.
	Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
4§ No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 3 23 3p§

WILLIAM ANDERSON & CO., DEALERS IN Fine Whiskies,
No. 146 North SECOND Street, Philadelphia.

FURNITURE, ETC.

HOVER'S
Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,
5 24 tuf6m No. 230 South SECOND Street, Philada

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'
Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders, to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,
PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

PATENTS.

STATE RIGHTS FOR SALE.—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE COOPER'S POINT, N. J.
1 17§ MUNDY & HOFFMAN.

NEWS SUMMARY.

City Affairs.

—The following resolutions were yesterday adopted by the Executive Committee of the Union League of America:—

Resolved, That this committee heartily sympathize with the Germans in their present contest with the Imperial despot of France, recognizing as we do that it is not a contest of the French people against the Germans, but an effort on the part of an unprincipled adventurer to disturb the peace of Europe for his own personal aggrandizement.

Resolved, That the subordinate councils throughout the United States be requested to manifest in every proper way their sympathy for the Germans, who have ever been the friends of education and civil and religious liberty.

—About half-past 8 o'clock last evening a fire broke out in Spangon's hair switch establishment, No. 148 North Third street, which was extinguished before much damage was done. By order of the Mayor, about forty boys, caught running with fire apparatus, were arrested by police of the Fourth District, and taken to the Cherry Street Station.

—Between 9 and 10 o'clock a fire was discovered in the third story of a building on the south side of Carter's alley, below Third street, in the occupancy of Messrs. Carey & Potts, coach lamp manufacturers. The fire was discovered before it had made much progress, and speedily extinguished. Its origin was unknown. Upon the coming on the ground of two of the fire companies, at a furious rate of speed, the police made an attempt to stop them, and for a few minutes there was a very lively time. Several of the officers were struck, and they in turn drew their revolvers, but no shots were fired, nor were any arrests made.

—At a meeting of the Board of Directors of the Fire Department, held last evening, at the Hall of the Fire Association, Fifth and North streets, the following nominations were made for assistant engineers. The election will be held on the first Monday evening in September:—

First Division—Frank Tibbet, Marion Hose; William Sweeney, Niagara Hose; Joseph Scarle, Good Will Engine.

Second Division—Harrison McMannus, Good Intent Engine; John D. Culp, Hand-in-Hand Engine; Samuel J. Yeager, Empire Hook and Ladder Company; William Nagle, Diligent Hose.

Third Division—Joseph N. Smith, Union Engine; Jacob Stroup, Rescue Hook and Ladder Company.

Fourth Division—George W. Fox, Columbia Engine; Charles Roop, Germantown Hose; David Harmer, Jr., Fellowship Engine; Joseph C. Murphy, Mount Airy Engine.

Fifth Division—Michael Kelly, Union Hose; William H. Gerdes, Mantua Hook and Ladder Company; George W. Blankley, West Philadelphia Hose.

—The remains of Samuel Vaughan Merrick were buried yesterday afternoon at Laurel Hill Cemetery—the funeral being attended by a large number of our prominent citizens. The workmen of the Southwark Foundry attended the funeral in a body.

—On Sunday the store of Messrs. J. C. Truefit & Co., No. 212 Church street, was broken into and robbed of silks to the value of about $1000. No arrests have been made.

—The regular annual picnic of the Fenian Brotherhood came off yesterday at Schuylkill Falls Park. There was by no means as large an attendance present as was expected; nevertheless those who were there seemed thoroughly to enjoy themselves.

Domestic Affairs.

—Gold closed yesterday at 115¼.

—The National Labor Congress, which has been in session in Cincinnati for several days past, adjourned yesterday *sine die*.

—At Davenport, Iowa, on Saturday, a woman drowned her two little children in a bucket of water and then drowned herself in a well.

—Judge Pearson commenced at Raleigh, N. C., yesterday, an investigation into the Wiley case. A large number of witnesses were examined, but nothing of importance was elicited.

—Shortly before noon yesterday a man passing along Wooster street, New York, was knocked down by robbers. His cries brought up some policemen, and two of the daring highwaymen were captured.

THE WAR.

LAST NIGHT'S DESPATCHES.

THE MARCH ON PARIS—THE PRUSSIANS ONLY SIXTY MILES AWAY—NOTHING TO CHECK THEIR PROGRESS—EXPORTATION OF FOOD PROHIBITED—PEACE PROPOSITIONS — DISSATISFACTION WITH QUEEN VICTORIA'S ACTION.

LONDON, August 22.—(Special to New York Herald.)—A dispatch from France announces that Ollivier has been attacked with brain fever and that his life is despaired of.

A dispatch received here from Paris states that an alarming demonstration by the people took place on Saturday, occasioned by a report that Marshal Bazaine was defeated. The disturbance was only quelled by a bold declaration by Palikao that Bazaine had not been defeated, which statement was posted on the walls thoughout the city, and had the effect of quieting the people. It was feared a reaction would take place.

The report that the Crown Prince of Prussia was before Chalons is contradicted. It is believed he is now on the way to Paris.

A dispatch from Dantzic states that great excitement prevails there over the report that five blockaders were in sight and that more were on the way.

A dispatch from Tilset says considerable alarm was created over the discovery of a quantity of fire arms and ammunition in church yards and vaults, belonging to Polish revolutionists. Many arrests have been made, including several Poles and Russians of noble birth.

A dispatch from Mezieres, dated to-day, says the loss of the Prussians in the last battles was fearful. More than 40,000 wounded remained on the field of battle without assistance.

The Prussians have asked permission to send their wounded home through Belgium.

The rumor which came from Luxemburg that the French had occupied Verdun, is contradicted.

Berlin journals print a letter from King William to Queen Augusta, dated Rezonville, August 19, of which the following is an abstract:

About 8.30 P. M. the fighting ceased gradually. Without this I should have acted as at Koniggratz. Von Roon saved me this alternative. The troops have performed miracles of valor against an enemy equally brave, who withdrew by inches, resumed the offensive to be again repulsed. I cannot foretell the enemy's fate. I shrink from learning our losses. I had designed bivouacking here, but I find, after some hours, that I am without my luggage. In fact I have not been rid of my clothing for thirty hours.

Subscriptions as small as three francs are received at Paris to the new national war loan of one thousand million francs.

It is said Prince Napoleon, after accompanying his family to a place of safety in Italy, has returned to France.

The Daily News copies, with approval, the Economist's article, concerning the Queen's perpetual absence from the seat of government, even in a crisis like the present.

The News goes still further, and urges Premier Gladstone, instead of losing his valuable time in vibrating at the Queen's pleasure between the extremeties of the Island, be made at once Regent, with power to perform the duties which she so persistently deserts, though so enormously paid to perform.

PARIS, August 20.—[Special to New York Sun.]—The Parisians are still ignorant of the truth respecting the battle of Rezonville. They believe in a French victory. They are assured Bazaine was the conqueror, and he has already been successful in forming a junction with McMahon and the other decimated French forces at Chalons. They say, "Not one of the Prussians will get out of France. Bazaine has put them in a trap."

Typhus and dysentery are killing 1500 Prussians every day. Such is the only news allowed to be circulated in the city. The circulation of all foreign papers is vigorously prevented.

Every railroad leading to the capital has been undermined, and the mines charged with pyrate of potassium.

It is questionable whether a popular uprising will take place, though many intelligent people expect one in a few days.

No one thinks of the Emperor.

Trochu governs, and is privately preparing the way for the return of the Orleans family to power.

The *Gaulois* says that the Diplomatic Corps now meets daily.

The English embassy in this city anxiously awaits a favorable moment to introduce proposals of peace. It is said that let the turn of events be what it may, interposition will certainly be made, and that before the end of this month.

The *Journal Officiel* contradicts the report of the illness of the Emperor, and says that he will command the Imperial Guard in the next great battle for the defence of Paris.

The *Moniteur* says the Emperor, and Prince Imperial were in camp at Courcielles, near Rheims last week, escorted by Cent Gardes and a company of cavalry.

Profound enthusiasm was produced yesterday by the passage through the streets of American ambulances going to the front. Every one remarked the completeness and perfection of all the arrangements.

A hundred priests, going to the army as volunteer assistants in hospitals, marched through Paris, carrying their knapsacks on their backs. The crowds were deeply moved by the spectacle.

The quarries of Chaumont, mentioned by Palikao in his statement to the Corps Legislatif of the defeat of the Prince Royal on the 18th, have been in existence for over six centuries. They are extensive, and have been worked to a great depth.

The *Constitutionnel* publishes a circular from the Minister of the Interior to the prefects of departments, announcing that orders have been given for a distribution of arms to the people from the arsenals. The Minister continues, "Arm without delay; we are in a crisis when all must come forward for the defence of the country. Inflame the young men by your patriotism, and use means to make soldiers of them."

A decree in the *Journal Officiel* prohibits the exportation of grain, cattle or forage along the land frontier, Dunkesque to Lanselbourg, and in the maritime line from St. Valerz to Dunkesque.

Baron Nalartie publishes a notice to the Hanoverians who proposed to form a corps of sharpshooters, that their services will not be accepted by the French government.

The *Moniteur* praises Bazaine for his bravery and energy and Palikao for his able administration of affairs, and calls them the saviours of France.

The *Journal Officiel* this morning, explaining the lack of advices from Metz, says, "The military situation is such that this circumstance need not alarm, still less discourage. If the enemy has happened for the moment to hold Bazaine's army near Metz, he has done so at the cost of the greatest sacrifices, and he is at the same time compelled to keep there the greater part of his army, viz: the corps of Frederick Charles and Steinmetz.

"What, in the meantime, will the corps of the Prince Royal do—march directly on Paris or join the other two corps in an effort to crush the army of Bazaine? The latter supposition is more probable, but they must take into account an army reunited at Chalons, or some other point under orders of Marshal McMahon; an army which may place the Prussians in the same situation. They boast they have the army of Bazaine—that is to say cut off and blocked up.

"Let us, with confidence, await events. In any case supposing our armies are defeated at Metz or at Chalons, the Prussians may expect to encounter at Paris other and greater difficulties, than any they have met with up to the present time. Paris, they may be sure, will defend herself to the last drop of blood, to the last cartridge.

"She will thus give entire France all the time it needs to come to her defence, and then there will be no hope for those who have come to brave our ramparts. Not one of them will return to his country."

La Liberte reports that Bazaine succeeded in reaching the railway from Mazieres to Murtmedy and procured all the provisions he needed. Trains filled with supplies had been waiting for him at Sedan, it being dangerous to push them forward on account of the Prussian scouts.

Communication between Bazaine and McMahon is kept up by couriers.

La Liberte reiterates the report of the flight of Ollivier, and adds: "He was seen yesterday at Caloz, Switzerland, and bitterly reproaches the majority in the Chambers for deserting him."

The Emperor left behind at Chalons his personal baggage and wagon train. It is reported that he is determined to charge with McMahon's troops in the next battle.

It was rumored yesterday that Persigny wrote a despairing letter to the Emperor, and that he endeavored to send it by telegraph, but its transmission was forbidden by a high functionary. *La Liberte* pronounces the story false.

The Prussians have issued a proclamation that all persons not soldiers of the French army found in arms against Prussia shall be tried by a military court, and on conviction shot.

La Liberte advises the government to declare, by decree, all members of the Garde Mobile franc-tireurs. The customs guards and foresters belong to the regular army.

The *Opinion Nationale* urges the formation of an army near Paris, and that the supreme command of the forces combined for the defence of Paris be placed in the hands of a dictator.

LONDON, August 22.—The Tribune's special correspondent, writing from Chalons, on Friday, says:

From officers of the Cent Gardes, I have received further details of the affair at Longueville, on Monday last, which was in fact the beginning of a series of engagements extending with intervals over three days.

Sunday afternoon, the Emperor, with an escort comprising the Cent Gardes, the Empress' dragoons and gen d' armee elite, left Metz, and reached Longueville-les-Metz, which must not be confounded with Longueville, near St. Avold. At Longueville the Emperor and household encamped for the night.

Early on Monday morning they were awakened by a cannon shot. Rushing out of their tents, they beheld shells falling all about. The escort mounted, and the Emperor instantly tumbled into his carriage. The Prussian reconnoissance was easily driven back, and the imperial carriages made their way through Gravelotte and Conflans to Verdun.

Now comes the part of the account of this retreat, or flight of the Emperor, which was made through the very midst of the Prussian army, then lying around Mars-la-Tour, where the next battle was to occur.

The Emperor and his escort had no notion what peril they ran till afterward, but they had actually passed during the night through the edge of the Prussian lines. I saw the Emperor this morning. He is incredibly altered, and looking not only much older but blotched and puffy, and moves about with an air quite helpless.

LONDON, August 22.—A special Paris dispatch to the New York Times, dated to-day, says:

The pretended victory of the Prussians at Rezonville on the 18th finds little credence here, notwithstanding the dispatch of King William. It is believed that all is going well with the French army. I have from unquestionably good authority the following information:

The series of battles which concluded on Thursday only resulted in giving the Prussians command of the roads to Verdun, which diverge at Gravelotte. Communication by the north with Thionville still remained open Friday afternoon and early Saturday morning.

The main body of Bazaine's command succeeded in effecting the withdrawal from Metz by the gate of Thionville, between Fort St. Quentin and Monilules de Metz. The highway follows the left bank of the Moselle, and runs due north till within five miles of Thionville, where it strikes off in a northwesterly direction toward Longuyon and Montmedy on the Belgian frontier.

The great railroad following this line, and connecting Thionville with the fortresses of Sedan and Mezienes, from which latter point it proceeds due north to Rheims, was still intact.

By the latest accounts Bazaine was reported at Agincourt, near Montmedy, a town on the river Cheers, a tributary of the Meuse, twenty-five miles north of Verdun and fifty miles northwest of Metz. It was presumed that his intention was to cross the Argonnes by Stenay to Vouziers, and thence strike down the valley of Aisne to St. Menahould, where, half way between Verdun and Chalons, a junction could readily be effected with McMahon.

St. Menahould is thirty miles north of Vitry-le-Francois, and twenty five miles northwest of Chalons. The three places form a triangle, of which Chalons is the apex. At St. Menahould a great battle will probably be fought, as it is thought McMahon is now on his way to join Bazaine at this objective point.

The French position covers all railroad lines and secures the retreat to Paris in case of defeat. Important movements in another direction are in progress by the French troops of which I am not at liberty to speak, but which are expected to alter very materially the aspect of affairs.

I give you these facts as the grounds for confidence which is still felt in well informed circles here regarding the plans of the campaign.

THE CZAR.

His Commissions in the Prussian Service.

By a despatch published by us on Saturday it was seen that the Czar Alexander of Russia has sent his congratulations to the regiment bearing his name which fought so well and successfully at Weissenburg.

In the Prussian regular army the Czar of Russia has long borne honorary titles, conferred by the friendship of his royal cousin. The 1st Regiment of Grenadiers of the Royal Guard bears the name of Alexander, in honor of the Czar; the 6th Cuirassiers are known as the Nicholas regiment, after the name of his father; and the Czar is the colonel, by courtesy, of the 3d Lancers, which is the regiment spoken of in the despatch.

The fact thus reported is quite enough to show that there is no foundation whatever for the rumors from Paris that Russia is alarmed at the Prussian victories. There is no more reason for alarm at the putting down of a Napoleon by Germany than at the arrest of a common robber by the police; and Russia and Austria, it is reported from Washington, join in congratulating Prussia on her victory.

CUBA.

Defeat of Valmaseda with Heavy Loss—Yellow Fever Playing Havoc with the Spanish Troops.

A correspondent of a New York evening journal writes from Kingston, Jamaica, on August 8:—Valmaseda is here from Bayamo, where he left with a command of 2000 men. On his way he was attacked by the Cubans and lost 550 men, killed and wounded, among them Colonel Camara, De Miguel, and many other officers, and all of General Valmeseda's baggage, cannon, and $6000 in gold. The object of the Cubans was to capture the hated Valmaseda, but they have failed for this time.

Colonel Ampudia, from Manzanillo to Bayamo, was attacked at Barrancas, twelve miles from the latter place, and after six hours' hard fighting, when he had commenced retreating, having received reinforcements from Bayamo, he was enabled to reach that town.

Another corps for the same place left Manzanillo under command of Colonel Barranco, but was checked in his march by the combined forces of Modesto Diaz, Hall and Marcano, and retreated to Manzanillo, leaving in their hands all his trains of fourteen cars. He made another attempt with 15,000 men, but again was repulsed, losing 300. Eighteen cars loaded with wounded reached Manzanillo.

There are no troops fit for service in Santiago. The attack on La Ceiba was abandoned for want of men. More troops from Spain are required. About 490 wounded and sick arrived here in the last two weeks. Over 500 unfit for service, either from wounds or sickness, or having served their time, left Santiago by last steamer.

Yellow fever prevails among the troops, and the hospitals are crowded.

ARGENTINE REPUBLIC.

Lopez Jordan's Latest Achievement—Outrages on the Inhabitants.

BUENOS AYRES, July 17.—Lopez Jordan, at the head of 2500 men of all arms and fifteen pieces of artillery, surprised and captured, after a stubborn resistance, the flourishing port of Eucarnasion, capital of the province of Entre Rios, giving up the city to his soldiery for sacking and outrage. He captured 200 prisoners, and is reported to have put them all to death. Mitre and other Argentine leaders were pursuing him on the banks of the Uruguay, but his capture was doubtful.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5 47	MOON RISES	1 38
SUN SETS	6 47	HIGH WATER	10 52

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Nevada	Liverpool	New York	Aug. 3
C. of Manch'r	Liverpool	New York	Aug. 6
C. of Limerick	Liverpool	New York	Aug. 8
Leopold I.	Antwerp	New York	Aug. 10
Holland	Liverpool	New York	Aug. 10
Scotia	Liverpool	New York	Aug. 13
Cambria	Glasgow	New York	Aug. 13
City of Cork	Liverpool	New York	Aug. 13
India	Glasgow	New York	Aug. 20

FOR EUROPE.

Nevada	New York	Liverpool	Aug. 24
Denmark	New York	Havre	Aug. 24
Caledonia	New York	Glasgow	Aug. 24
Abyssinia	New York	Liverpool	Aug. 24
Samaria	New York	Liverpool	Aug. 25
Paraguay	New York	London	Aug. 27
Helvetia	New York	Liverpool	Aug. 27
India	New York	Glasgow	Aug. 27
C. of Washton	New York	Liverpool	Aug. 27
Colorado	New York	Liverpool	Aug. 31
Pereire	New York	Havre	Sept. 3
City of Paris	New York	Liverpool	Sept. 3
Cambria	New York	Glasgow	Sept. 3
C. of Antwerp	New York	Liverpool	Sept. 6
Pennsylvania	New York	Liverpool	Sept. 7
Wisconsin	New York	Liverpool	Sept. 7
Anglia	New York	Glasgow	Sept. 10
C. of London	New York	Liverpool	Sept. 10

COASTWISE, DOMESTIC, ETC.

Yazoo	Philadelphia	New Orleans	Aug. 23
Moro Castle	New York	Havana	Aug. 25
Salvor	Philadelphia	Charleston	Aug. 26
Tonawanda	Philadelphia	Savannah	Aug. 27
Mariposa	New York	New Orleans	Aug. 27

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Yazoo, Catharine, New Orleans, Philadelphia and Southern Mail Steamship Co.

Steamer E. N. Fairchild, Trout, New York, W. M. Baird & Co.

Steamer Novelty, Shaw, New York, do.

Bark Magna Charta, Neilson, Marseilles, L. Westergaard & Co.

Brig John Sherwood, Berry, Cork or Falmouth, Workman & Co.

Brig Ramirez, Barnard, Trieste, do.

Brig E. A. Barnard, Willeby, Barbadoes and St. Martins, Henry L. Gill.

ARRIVED YESTERDAY.

Steamer Panther, Mills, 50 hours from Boston, in ballast to John S. Hilles.

Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Mars, Grumley, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr Bessie Morris, Allen, 6 days from Richmond, Me., with ice to Knickerbocker Ice Co.

Schr Keyport, Decker, 5 days from Norfolk, Va., with shingles to Collins & Co.

Schr Mary Standish, Rich, from Dresden, Me., with ice to Johnson & Co.

Schr Spread Eagle, Sheets, fm Georgetown, D. C.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Aug. 22.—Four barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, Aug. 22.—The following barges leave in tow to-night, eastward:—M. Kirkpatrick, W. L. Wilgus, Rockwood, Nich. Childs, J. Lord, C. A. Dornfield, A. J. Taylor, and Carrie, all with coal, for New York.

The Fannie and Alexander Toms left with those reported yesterday. L. S. C.

(By Telegraph.)

LEWES, Del., Aug. 22—A. M. — The pilot-boat Howard passed in on the 20th; also, brig Samuel Lindsey, Wilson, from Sagua; brig Eudorus and schr J. B. Russell, from Bangor; brig Fannie, from Baltimore.

Boarded to-day, ship Jamestown, Call, 48 days fm Liverpool; ship Record, Colfers, 45 days from Liverpool; bark Josepha, from London; bark F. Reck, fm Bremen; bark Cairo, from Perth Amboy; also, saw two barks and a brig unknown, all for Philadelphia.

Bark Ganymede, brig Harriet Stewart, and brig Edith went to sea this A. M.

In harbor, a bark and two brigs; schrs May Munroe and Eurelarius, from Philadelphia for Portland; Statesman, from Philadelphia for Boston; B. Young, from Bangor for Philadelphia; a schr from Rockland for Philadelphia; and about 70 schrs unknown.

Wind N. Thermometer, 77.

P. M.—The ship Jamestown is anchored inside the Cape. All others reported below this A. M. have passed up. The larger portion of the vessels reported in harbor this A. M. have gone to sea.

Wind N. Thermometer, 82.

MEMORANDA.

Ship Hudson, Anthony, hence for Bremen, was off the Lizard 6th inst.

Ship Arlington, Costella, for Philadelphia, entered for loading at Liverpool 6th inst.

Ship James Montgomery, Perkins, from Havre 13th ult. for Philadelphia, was spoken 25th, lat. 45, long. 20.

Steamer City of Washington, from Liverpool, arr'd at New York yesterday.

Steamer Ariadne, Eldridge, from Galveston 14th via Key West 16th inst., at New York yesterday.

Steamer Merrimack, Weir, at Para 6th inst. from New York via St. Thomas, for Rio Janeiro.

Steamer Mannolia, Palmer, at Havana 20th inst. from New York via Nassau.

Steamer Bolivar, Wolfe, at Key West 21st inst., fm New York for Galveston.

Steamer J. W. Everman, Hinckley, hence, arrived at Charleston yesterday.

Steamer Leopard, Hughes, hence, at Boston 21st instant.

Steamer Rattlesnake, Wimett, hence, at Salem 19th inst.

Br. bark Providence, Coaldeet, hence, at Falmouth 7th inst.

N. G. bark Paul, Klet, hence for Amsterdam, at Plymouth 5th inst.

Bark Chief, Harding, hence, at Memel via Stettin.

Bark James Muir, Rogers, for Philadelphia, cut'd out at London 8th inst.

Bark W. E. Anderson, Drummond, hence for Stettin, at Ryde 9th inst.

Bark Agenora, of St. John, N. B., standing north, was seen 20th inst., lat. 37.15, long. 74.49—probably from St. Thomas via Bonaire, for Philadelphia.

Brig Ellen Bernard, Coombs, hence, at Barbadoes, and sailed 2d inst. for St. Lucia.

Br. brig Haidee, McDonald, hence, at Kingston, Jam., 5th inst., and remained 9th to return.

Br. brig James Cosill, Cosill, hence, at Port Spain 31st ult., and sailed 6th inst. for Turks Island.

Arg. brig Elise Henrietta, Depuel, hence, at Montevideo 13th ult.

Schr Charles McCarthy, Norgrave, hence, at Barbadoes 8th inst.

Schrs William P. Cox, Newell, and Brandywine, Adams, hence, at Pawtucket 20th inst.

Schr Percy, Coalwell, hence, at Eastport 4th inst.

Schrs Mary Ann McCann, Whitmore, and Addie L. Cutler, Smith, hence, at Bangor 19th inst.

Schr Emma M. Fox, Case, for Philadelphia, sailed from Nantucket 14th inst.

Schrs Jonathan May, Neal; E. H. Naylor, Naylor; M. M. Weaver, Weaver; Ella P., Crowell; M. B. Mahoney, Andrews; and C. G. Cranmer, Cranmer, hence, at Boston 20th inst.

Schrs Trade Wind, Corson; M. E. Femerick, Daisey; A. Richards, Wiley; W. G. Bartlett, Steelman; Maggie Van Dusen, Heather; and E. B. Wheaton, Ackens, hence, at Boston 21st inst.

Schr A. J. Bentley, Chase, from Providence for Philadelphia, passed Hell Gate 20th inst.

Schr Nellie Dowe, Richardson, hence, at Portland 19th inst.

Schrs Richard Vaux, Ephraim and Anna, S. A. Boice, P. A. Saunders, L. & M. Reed, and T. Benedict, sailed from Holmes' Hole 19th inst.

Schr Thomas T. Tasker, Allen, cleared at Boston 20th inst. for Kennebec, to load for Philadelphia.

Schrs Margaret C. Lyon, Dole, and Geo. H. Bent, Smith, hence, at Boston 20th inst.

Schr Emma D. Finney, McQuillen, cleared at Savannah 19th inst. for St. Marys, to load for Philadelphia.

Schr Paul & Thompson, Godfrey, cleared at Boston 20th inst. for Maurice river, N. J.

Schrs Eagle, Chase, from Philadelphia for Danvers; Ocean Traveller, Adams, do. for Beverly; Hickman, Small, from Morris River for Boston; Kate E. Rich, Jeffers; W. G. Dearborn, Scull; Admiral, Steelman; and L. Steelman, from Boston for Philadelphia, at Holmes' Hole A. M. 20th inst., and all sailed again.

Schr John Crockford, Briggs, sailed fm Fall River 19th inst. for Philadelphia, and went into Newport.

MISCELLANY.

Passengers per steamer Roman, at this port yesterday from Boston:—Mr. Sims; Mr. Tryer; Mr. G. S. Riche, wife, nurse, and two children; Mrs. Henson, nurse, and three children; Mr. Stacy and wife; Miss Mitchell; Mr. Breed; Mrs. Nichols and daughter; Mr. Faulkner; Mr. L. I. Howe; Mr. Patterson; Miss E. Patterson; Mr. H. Coll; Mr. T. P. Hale and daughter; Mr. G. J. Pierce, wife, and daughter; Mr. C. A. Geary; Mr. J. Menhouse; Mr. G. Bellis; Mr. J. Rerdon and niece; Mr. Apple; Mr. Lucas; Miss L. Baker; Mr. H. Winsor; Mr. Nickerson; Mr. Vaill.

Bark Scud, of Philadelphia, for Gibraltar, before reported, was towed into Gibraltar in charge of part of the crew of the French gunboat Adonis.

Brig Forest State, of Stockton, from Philadelphia for Bangor, coal laden, was run into and sunk 20th inst., 6 P. M., Cape Cod N. N. E. 26 miles distant, in a thick fog, by schr Modesty, fm Bangor for Orient, L. I. The brig sunk in three minutes after the collision. All hands were rescued by the Modesty and landed at Boston. The schooner lost cutwater, jibboom, and foretopmast, and split sails. The Forest State registered 175 tons, and was built at Prospect, Me., in 1851.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp5

WATCHES, JEWELRY, ETC.

TOWER CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET,

Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. E. corner SEVENTH and CHESNUT Streets, 3 25] Second floor, and late of No. 35 S. THIRD St.

HAIR CURLERS.

THE HYPERION HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,

5 23 6m No. 63 North FRONT Street, Philadelphia.

Sold at all Dry Goods, Trimming and Notion Stores.

PROPOSALS.

BREAKWATER AT BLOCK ISLAND, R. I.

ENGINEER OFFICE, UNITED STATES ARMY, NEWPORT, R. I., August 11, 1870.

Sealed proposals will be received at this office until SATURDAY, the 17th day of September, 1870, at 12 o'clock M., for the construction of the substructure of a breakwater at Block Island, R. I., for local purposes.

It will begin at a point on shore near "Sand's Landing," on the southeast part of the island, and be built out to and along a line joining "Clay Head" and "Five Foot Rock." Its total length will be about three hundred (300) feet beyond the low water line. The greatest depth of water on the line of the breakwater is at its sea extremity, where there is sixteen (16) feet at mean low water. From thence shoreward the bottom slopes up gradually to high water mark, the bottom being smooth sand, underlaid with clay. The mean rise and fall of the tide is three and one-quarter (3¼) feet.

The substructure of the breakwater will be stone simply dropped into the water so as to form a slope of three (3) base to one (1) perpendicular on the side towards the sea and one (1) base to one (1) perpendicular on the side towards the land, and to be thirty (30) feet wide at mean low water level. The work must be begun at the shore end and be finished up to mean low water level as it progresses from the shore.

The stone must be granite, of the best quality so far as durability is concerned, and in pieces weighing not less than one and one-quarter (1¼) ton, without regard to shape, except that there must be no slabs or thin pieces.

It is believed that this work can be done by vessels unloading their cargoes on the spot. In ordinary weather vessels can lie in the roadstead with perfect safety, though there will be times, in the earlier progress of the work or least, when much time must be lost. The worst storms are from the southeast, and during storms from that quarter the roadstead is untenable for vessels of any class.

To complete the whole structure about fifty thousand tons of stone will be required, but at present the funds appropriated will, it is estimated, pay for no more than ten thousand tons. Proposals will be received only for the smaller amount, and no contract will be entered into for work to be performed after the 30th day of June, 1871.

Payments will be made monthly, reserving ten (10) per centum till the contract is fulfilled.

Proposals must state price per ton at which the stone will be furnished and put in the breakwater, which price must include all charges whatsoever against the United States.

The stone must be deposited by the contractor, under the supervision of an engineer designated by the undersigned for that duty.

Proposals must state the earliest time at which work will be begun after acceptance of proposal. Work once begun must be prosecuted with all practical diligence.

Each proposal must be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement attached to each proposal. Blank forms for proposals and guarantees will be furnished by this office on application, and any other information practicable to give.

The object of this advertisement being to give every responsible and capable party an opportunity to bid for the work, and to secure to the public the greatest amount of work with the funds appropriated, the right is reserved to reject any and all bids if these objects are not thereby obtained.

Proposals must be addressed to the undersigned, and endorsed on the envelope "Proposals for building Breakwater at Block Island, R. I."

G. K. WARREN, Major of Engineers, Brevet Major-General U. S. A.

8 15 5w†

AMUSEMENTS.

WALNUT STREET THEATRE. TUESDAY NIGHT, August 23, THIRD NIGHT OF THE SEASON. Boucicault's Great Racing Drama, THE FLYING SCUD, In Act 2 will be shown Mr. GEORGE HEILGE'S GRAND CHARACTERISTIC PANORAMA, Comprising Seven Thousand Feet of Canvas. A Magnificent and Animated Picture, illustrating the GREAT CARNIVAL TIME OF LONDON, THE DERBY DAY; OR, GOING TO THE RACES. Saturday, Flying Scud Matinee.

NEW ELEVENTH STREET OPERA HOUSE, Eleventh Street, above Chesnut.

THE FAMILY RESORT. Established in 1862. CARNCROSS & DIXEY'S MINSTRELS, The Great Star Troupe of the World, OPEN FOR THE SEASON. Presenting to the public the FINEST TROUPE OF ARTISTS IN EXISTENCE. Box office open from 10 to 1 o'clock. Seats can be secured after 1 o'clock at Carncross & Co.'s Music Store, No. 6 North Eighth street. R. F. SIMPSON, Treasurer. J. L. CARNCROSS, Manager. 8 22 tf

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH, below ARCH. SAPPHO OPERETTA COMPANY. Every evening, THE BEAUTIFUL "ENDYMION" MISS MAGGIE HAROLD as DIANA! SAPPHO as CUPID! Offenbach's Great Operetta, entitled "HOPE AND THE CROCODILE," NEVER BEFORE PLAYED IN AMERICA. Matinee every Saturday at 2½ o'clock. 3 8 22 6t

FOX'S AMERICAN THEATRE. THE WORLD'S AMUSEMENT. Every Evening and Saturday Matinee. THE WONDERFUL BLONDES in the New Can-Can. IMMENSE BALLET TROUPE, GREAT ETHIOPIAN COMPANY. Grand Ballets—Burlesque Songs, Dances,—Local Sketches, Negro Acts, &c.

PIANOS.

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. 3 25 WAREROOMS, No. 610 ARC

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street. 1870

11§

PANEL PLANK, ALL THICKNESSES. COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4½ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 31 6m No. 1135 RIDGE Avenue, north of Poplar St.

BUILDING MATERIALS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters

WINDOW FRAMES, ETC.,

N. W. CORNER OF

EIGHTEENTH and MARKET Streets

4 12 12m PHILADELPHIA.

ROOFING.

PHILADELPHIA Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,

7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.

This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON, No. 711 N. NINTH St., above Coates.

J. T. EASTON. J. McMAH

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, AUGUST 23, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

☞ THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. We have now entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American, Inquirer, Ledger, Press, Age* and *German Democrat*, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

THE WAR.

The present campaign in France is crowded with so many startling events that cable telegrams which do not record a great battle or a momentous political change seem comparatively tame. But even Prussian armies cannot fight incessantly, and it is natural that the terrible conflicts of last week should be succeeded by a temporary lull. Time is needed if for no other purpose than to bury the dead, relieve the sufferings of the wounded, and to recuperate the armies exhausted by a prolonged struggle. The French claim that they have improved their precious moments by supplying the garrison at Metz with food and ammunition, and that Bazaine has been able to withdraw a portion of his army by opening a route north of the Prussian lines. They also allege that a junction of his forces with those of MacMahon will be formed, and that this united army will be capable of making a stout resistance to the invaders. The Prussian answer to this theory has not been received. As usual, when they are on the eve of great movements, they are remarkably reticent. We never hear from Berlin what the Germans propose to do, the official despatches from that quarter being confined to laconic reports of accomplished results. The official and semi-official news from Paris is usually of a directly opposite character: it tells of the mighty things that French armies are about to do, and of mysterious strategic movements in contemplation, dwelling upon the hopes of the future instead of the disasters of the past.

It would be singular if the campaign should be concluded without a single interruption of the line of German successes; and partial French triumphs, in some quarters, are almost inevitable. But there are no indications that such successes are sufficiently important to alter the general features of the situation or to give to distracted Paris anything better than momentary relief. Behind the vast hordes of German soldiers who are already occupying French strongholds, other corps and divisions scarcely less formidable follow in their wake, and nothing short of a military miracle can enable France to recover her lost ground.

J. GLANCY JONES, of blessed Lecompton memory, having played himself out in Berks county, and having become so obnoxious there that he was defeated as the regular nominee of the strongest Democratic district in the Union, has found a home in the genial climate of little Delaware, and it is alleged that he is now looming up as a prominent candidate for the United States Senate from that State in place of Saulsbury, whose term expires March 4, 1871. As Jones is one of the most inveterate office beggars in the country, and one of the most plausible tricksters who ever deceived a good-natured constituency, we shall not be astonished to hear that he is making headway for the post to which he aspires. But if the eyes of Delaware are well opened, it is scarcely possible that she will rescue so despicable a carpet-bagger from deserved obscurity. If she is betrayed into such a mistake she will repent her error in sackcloth and ashes, and find that even a Saulsbury is to be preferred to a Janus-faced Jones.

ONE of the avowed objects of the free-traders in the present canvass is to thin the ranks of the protectionists in the next Congress, so that, when the tariff is revised, American industry may be placed at the mercy of foreign manufacturers. No issues of the pending campaign are more important than those connected with the future adjustment of imposts, and the people will commit a disastrous error if they do not guard carefully against the encroachments of the enemies of American labor.

NAVAL MACHINERY CONTRACTS.

IN our Washington correspondence will be found a statement of alleged irregularities in the settlement of contracts for naval steam machinery, addressed to Vice-Admiral Porter by William H. Allyn, late Chief Clerk of the Bureau of Steam Engineering. According to the story told by Mr. Allyn, Chief Engineer J. W. King, who succeeded the experimenting Isherwood as head of the Bureau of Steam Engineering, is guilty not only of gross mismanagement, but of aiding to defraud the Government of a large sum of money in the interests of the Corliss Steam Engine Company. The facts of the case, as far as we can gather them from Allyn's statement and from his testimony and that of Porter before the Congressional Joint Select Committee on Retrenchment, are that when the present administration came into power it was deemed desirable to compromise with contractors who were building steam machinery for the navy rather than to draw from the Treasury the large sums of money that would be necessary if the contracts were fully carried out and the machinery finished. There appears to have been no difficulty in effecting a settlement with any of the contractors except Corliss, who endeavored to obtain the full amount that would have been due him if his engines were completed and placed on board of a vessel, whereas the machinery was only about three-fourths finished, and Allyn contended that the deduction to be made by the Government should be the difference between the value of the engines as complete and fitted on board of a vessel and the value as delivered to the Government imperfect—this difference amounting, according to his calculation, to the large sum of $240,000. The Corliss contract for a 100-inch engine was for $730,000, of which amount $30,000 represented the cost of transportation to the Charlestown Navy Yard and fitting it in a vessel, and the proposition he made to the Navy Department was that he should receive the face of the contract less the $30,000. Previous to this a board of officers, consisting of Captain Strong and Chief Engineers Garvin and Fithian, had examined the machinery, and estimated that it would cost $140,000 to complete it. Chief Engineer Henderson of the Charlestown Navy Yard, also made an examination, and placed his estimate of the cost of completion at the still larger sum of $260,000. Allyn states that in spite of the reports of these officers the proposition of Corliss was accepted by the Navy Department, and that this could not have been done except at the recommendation of Engineer-in-chief King. What makes the matter more serious is that the proposition of Corliss was found, when the investigation into the matter commenced, to be indorsed "Accept the last proposition—D. D. P." These are the initials of Vice-Admiral Porter; but before the Committee on Retrenchment he swore that the indorsement was a forgery and that he never gave his approval to the document. Before the committee Allyn also swore that the indorsement was not in the handwriting of the Vice-Admiral, and he further stated that the reports of the board of officers and of the engineers who had examined the Corliss engines were mutilated so that they did not read the same as when they first came to the Navy Department.

There is certainly sufficient in these allegations to cause a very thorough investigation to be made, and Chief Engineer King, if he is innocent of any dereliction of duty, will demand a searching inquiry into his conduct. Pending such an inquiry, it is only proper that the accusations of Allyn and Porter should be received with some grains of allowance. Porter is an enemy of the entire corps of naval engineers, and would be only too glad of an opportunity to do all or any one of them an injury, and a certain amount of vindictiveness toward Mr. King is to be accounted for from the fact of that gentleman having labored during the last session of Congress for the passage of a law to grant positive rank to the staff officers of the navy in opposition to the well-known desires of Porter to appropriate all the honors of the naval service to the line. Allyn's enmity to Mr. King is not unaccountable in view of his discharge from the chief clerkship of the Bureau of Steam Engineering. We put the matter before our readers in this shape because Chief Engineer King, during many years of service in the navy, has always borne an irreproachable character as an officer and a gentleman, and he is entitled to a presumption in favor of his innocence until he is proved to be guilty on more substantial evidence than the *ex parte* statement of men who by their own showing bear him no good will.

But whether Chief Engineer King is innocent or guilty, this trouble proves one thing very clearly, and that is that the Navy Department is grossly mismanaged. Practically there is no head to it, and the fact that Allyn's letter is addressed to Porter, and the almost contemptuous manner in which both Porter and Allyn refer to the Secretary when they have occasion to do so, show that that officer is not considered to be even a respectable figure-head to the department. Admiral Porter, who seems to be the one in authority, has no legal status at the department, and no responsibility. It is utterly impossible that the affairs of the navy should be rightly managed amid such disorganization, or that ample opportunities for frauds of the grossest character should not exist. The affairs of the Navy Department are in a muddle, and have been in a muddle ever since the present administration assumed the control of the Government, and no improvement can be expected until there is a real Secretary of the Navy, who will supervise the bureaus of his department himself and dispense with the aid of all irresponsible volunteer assistants.

THE NEUTRALITY PROCLAMATION issued by the President takes special care to enumerate among the interdicted offenses the fitting out of vessels to be employed by either of the belligerents, and the points at issue in the Alabama controversy are thus illustrated. Since we complain of the conduct of Great Britain in our war, it is important that we should show her practically, as well as theoretically, how genuine neutrality should be maintained; and the restrictions now imposed on American citizens furnish a marked contrast to the loose system adopted by England when her shipbuilders were helping the Confederates.

A CASE FOR RANDALL.

WE affectionately commend to the tender care of Generalissimo Samuel J. Randall the tangled condition of the Democracy in the Fifteenth Congressional district. There is a palpable disposition manifested on the part of the Democratic people of the district to snuff out the political pretensions of Hon. Richard J. Haldeman, and as palpable a determination displayed on the part of said Richard and a few politicians he employs to train with him, not to be snuffed out; and confusion worse confounded in the ranks of the Democracy is the result. A few years ago Mr. Haldeman carpet-bagged across the Susquehanna to escape the Republican majorities of Dauphin, which he had assaulted unsuccessfully, and in 1868, in the face of a large adverse popular vote, he bagged a majority of the delegates to the Cumberland Convention, and journeyed to Congress. The Democracy resolved not to be bagged by a carpet-bagger again, and adopted the Crawford county system to destroy the cash value of delegates. In the recent race for a renomination three-fourths of the Democracy of Cumberland voted against Haldeman and declared Mr. Bratton the candidate, but forthwith Haldeman carpet-bags off to York and Perry, and gets endorsements there at reasonable rates for cash and approved promises, through the rotten delegate system, and now claims to be the nominee on the Scriptural principle that prophets have honor save in their own country.

York and Perry will of course nominate Haldeman, and Cumberland, with her three-fourths Democratic vote backing Bratton, will protest and refuse submission; and as both cannot well be elected, Mr. Randall must interpose under the broad seal of Democracy and reconcile the belligerents. We trust that it will be arranged so that Haldeman may be returned. True, the Democracy don't want him, but, as the only remaining son-in-law of Senator Cameron, he must have a mission from President Grant if the people of his district are allowed to carry out their clearly expressed wishes to overthrow him. He will do just as well in Congress as any other Democrat, and he has high example in his eminent father-in-law for holding high position in defiance of the people. Considering that missions are scarce and applicants numerous, we beg Mr. Randall to provide for Mr. Haldeman in the Democratic party; and as for Mr. Bratton, he has been cheated so often that he is certainly used to it, and may even like it by this time. For particulars Mr. Randall will please see Mr. Cameron, and also Mr. Haldeman's small political bills in his district, some paid and others unpaid.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

SPECIAL NOTICES.

For Additional Special Notices see the Inside Pages.

☞ UNITED STATES INTERNAL REVENUE.
COLLECTOR'S OFFICE, 2D DISTRICT, PA.,
No. 716 WALNUT STREET,
PHILADELPHIA, Aug. 20, 1870.

NOTICE IS HEREBY GIVEN that the annual INCOME TAX for 1869, tax on watches, carriages, etc., and special or license tax for the year ending April 20, 1871, are now due and payable at this office until September 20, 1870.

This district comprises the First, Seventh, Eighth, Ninth, Tenth, and Twenty-sixth wards of this city.

W. R. LEEDS,
1t Collector.

☞ STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
[4 15tf4p
No. 1006 CHESNUT STREET.

☞ OFFICE OF THE DALZELL PETROLEUM COMPANY, No. 218½ WALNUT Street—Room 17.

PHILADELPHIA, Aug. 9, 1870.

The Directors have this day declared a dividend of FIVE PER CENT.
(being ten cents per share) on the capital stock of the Company, clear of State taxes, payable on and after the 25th inst.

The transfer books will be closed from August 18th to 26th.

M. B. KELLY,
8 16 14t* Treasurer

☞ HARPER'S HAIR DYE.—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or grey hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Streets, and all Druggists. 5 31 tf 4p

☞ INDEPENDENT REFORM PARTY.—AN adjourned meeting of citizens favorable to the formation of a Reform Party will be held on TUESDAY EVENING, 23d inst., at Hall N. E. corner of BROAD and ARCH Streets. All favorable are invited to attend. 8 22 2t

☞ QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents.
2t FIFTH and WALNUT Streets.

☞ JAMES M. SCOVEL,
LAWYER.
No. 113 PLUM STREET, CAMDEN, N. J.
Collections made anywhere inside of New Jersey. 8 16 30t

SPECIAL NOTICES.

☞ FIRST-CLASS
MERCHANT TAILORING
DONE WITH
GREAT { DESPATCH AND PROMPTNESS
AT
WANAMAKER'S,
818 AND 820 CHESNUT STREET.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 308 BROADWAY,
New York.

CLOTHING.

CLOTHES
FOR SALE AT
POPULAR PRICES
AT THE GREAT BROWN HALL!

The Popularity of our Clothes is due to their Excellence, and to the popular prices at which we sell them.

More Popular than ever are the Summer Suits which are now GOING OFF AT A MOST

Awful Reduction!

For the sake of closing out
The balance of the summer stock,
The public shall have this stock at their own price.
We will not stand about a few dollars, now.
Come and see the goods, and how we have marked them down.
No cheaper clothes to be purchased anywhere.
No finer suits than these in the world.
No more beautiful fits than these.
Cheaper than ever.
Come! Come!
COME!
Come in a hurry if you want those cheap Summer Suits.

ROCKHILL & WILSON
GREAT BROWN HALL,
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO,
FINE READY-MADE CLOTHING. [6 27tf

GAS FIXTURES.

BAKER, ARNOLD & CO.,
MANUFACTURERS
OF
GAS FIXTURES,
CHANDELIERS,
PENDANTS,
BRACKETS, ETC.,
Of Every Design.
SALESROOMS,
No. 710 CHESNUT Street,
MANUFACTORY,
S. W. Corner TWELFTH and BROWN,
8 23 2mrp PHILADELPHIA.

CORNELIUS & SONS
RETAIL SALESROOMS,
821 CHERRY Street
Philadelphia,
CHANDELIERS,
BRACKETS, Etc.
OF
Superior Styles and Finish
AT
Wholesale and Retail.
WE HAVE NO STORE OR SALESROOM ON CHESNUT STREET. [7 12 tuths2m4p
CORNELIUS & SONS.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., | DREXEL, HARJES & Co.,
New York. | Paris. [3

STOCKS, LOANS, ETC.
BOUGHT AND SOLD
AT THE BOARD OF BROKERS,
BY GEORGE J. BOYD,
7 14 thstu2m* No. 18 S. THIRD Street.

THE COPARTNERSHIP ENTERED INTO BETWEEN ELI M. BROOMALL and JACOB SINEX, for the manufacture of cotton and woollen goods, under the firm of E. M. BROOMALL & CO., has been dissolved by the withdrawal of the undersigned.
JACOB SINEX.
CHESTER, Pa., August 20, 1870. 8 22 3t*

FOR SALE—A LIGHT GREY HORSE, sound and kind in harness, fearless of locomotives. Also a Family Wagon and Harness in first-rate order. Sold for want of use. Apply to PIERCE & BRO., CHANCELLOR Street, above Sixteenth, below Walnut. 1t*

The Perfection of the Art of Refining Whiskies.

P. HEVNER, Sole Proprietor, for the State of Pennsylvania, of the
CELEBRATED "P. P." WHISKIES,
Nos. 246 S. FRONT and 117 DOCK St., Phila.

It has been clearly demonstrated that all Liquors distilled by the ordinary methods contain a very large percentage of impurities; the degree of heat that must necessarily be employed, decomposing, disengaging and vaporizing all the baneful elements and noxious gases contained in the mash, which when condensed form the deleterious fusel oil so detrimental to life and health; but, when indulged in to excess, the result is *Brain Fever, Delirium Tremens, Apoplexy, Insanity, etc.* Consequently Liquors, as ordinarily distilled, are apt, even when only used sparingly as a stimulant, to create *Nausea, Sick Headache, Inflammation*, and *Kidney Diseases*.

The "P. P." Whiskies, on the contrary, "stimulate and cheer" without unduly exciting the brain or injuring the coats of the stomach. They are distilled from the choicest product of the Cereals in *vaccuo*, the pressure of the atmosphere being reduced from 15 lbs. to 2 lbs. to the square inch; consequently a temperature of only about 90 degrees of heat is required in the operation. The process is entirely mechanical, no ACIDS, CHARCOAL, ESSENCES, EXTRACTS, DRUGS OR CHEMICALS OF ANY DESCRIPTION BEING USED—hence the "P. P." Whiskies are not only delicate in flavor, but pure, wholesome, and innocuous as a beverage, retaining in simple purity the flavor of the cereals from which they were distilled.

The "P. P." Whiskies have been tested by some of the most eminent of the Medical Faculty, by Analytical Chemists, and by the best judges of Liquors in the United States, and pronounced *perfectly pure and wholesome*, and especially desirable for Family use and *Medical purposes*.

Members of the medical faculty, the trade, and the public generally are cordially invited to call and inspect the machinery and process, and examine the liquors and the impurities extracted, at the Refinery and Warerooms, Nos. 246 South FRONT and 117 DOCK Street.

This is the only process in operation in the State of Pennsylvania for refining whiskies in "*vaccuo*."

7 30 stuthtp1f P. HEVNER.

EXCURSIONS.

GRAND VISITATION OF THE
KNIGHTS TEMPLAR
(in full uniform)
TO ATLANTIC CITY,
ON
FRIDAY, August 26, 1870,
remaining until
MONDAY AFTERNOON, 29th.

The various Commanderies of Knights Templar have made arrangements for a repetition of their visit to Atlantic City this season, leaving VINE Street Ferry at 3:30 P. M.,

ON FRIDAY, August 26.

PROGRAMME WHILE AT ATLANTIC CITY.

FRIDAY EVENING.

Complimentary Hops will be given at each of the hotels by the proprietors.

SATURDAY.

At 9 A. M. will report at headquarters, in full dress, for parade on the beach.

At 8 P. M. the "Grand Knight Templar's Reception" will be given at headquarters, under the auspices of Cyrene Commandery, preceded by a display of fireworks illustrating Masonic emblems.

SUNDAY.

Rev. Sir WM. H. JEFFERYS, E. G. P. of New Jersey, and Rev. Sir ROBERT PATTISON, D. D., P. E. G. P. of Pennsylvania, will lead in devotion, in the Methodist Church.

MONDAY.

At 9 A. M. will report at headquarters, in full dress, for the Grand Review before the Grand Officers.

Sir WM. WALLACE GOODWIN, P. E. C. Cyrene Commandery and E. G. G. of New Jersey, will have general command.

General Headquarters will be at the Sea-View Excursion House.

See time table for running of trains, etc. 8 16

BECK'S PHILADELPHIA BAND, No. 1.
LAST GRAND EXCURSION
OF THE SEASON
AROUND NEW YORK BAY AND UP THE HUDSON RIVER,
ABOVE THE FAMOUS PALISADES,
OR THREE HOURS AT CENTRAL PARK, NEW YORK,
Leave Philadelphia, from WALNUT ST. WHARF, at 7½ o'clock A. M.,
THURSDAY, August 25, 1870,
by Camden and Amboy Railroad, making quick time to South Amboy.

FARE FOR THE EXCURSION:
Single Tickets.....$2 50
Gentleman and Lady.....4 00

In order to avoid delaying the special train, and to INSURE COMFORT TO PASSENGERS ON THE BOAT, the tickets will positively be limited.

Tickets should therefore be purchased at an early date. They can be procured until 7 o'clock P. M., of the day previous to the excursion, at the Office of Beck's Band, No. 828 Market street; Charles Brintzinghoffer, No. 935 Market street; Enos C. Renner, No. 501 Girard avenue; J. C. Heim, No. 1215 North Tenth street; Ticket Office, No. 828 Chesnut street; also, Camden and Amboy Railroad Ticket Office, Walnut street wharf, any day previous to the excursion, and on the morning of the Excursion. [stuwst

THURSDAY EXCURSIONS.—The splendid Steamboat
JOHN A. WARNER
will make an Excursion every Thursday to Beverly, Burlington, and Bristol,
LEAVING CHESNUT STREET WHARF at 9½ o'clock A. M.
Returning, leaves Bristol at 11½ A. M. and 4 o'clock P. M. A Band of Music will be in attendance. Fare for the Excursion, 30 cents. 7 29 tuwtf

THE FINE ARTS.

COLLEGE OF ST. BORROMEO.

NEW PHOTOGRAPHIC VIEWS OF ST. BORROMEO COLLEGE,
For the Stereoscope.....25 cents each
Also, Larger, Mounted.....25 cents each
THE BEST MAP OF THE SEAT OF WAR IN EUROPE. $1·00 EACH.
DICKENS' LAST PORTRAIT.
JAMES S. EARLE & SONS,
Looking-Glass Warerooms and Gallery of Paintings,
No. 816 CHESNUT STREET,
PHILADELPHIA.

HOTELS.

OCEAN HOUSE,
CAPE MAY, N. J.
Good accommodations can be had at this FIRST-CLASS HOTEL. Address
8 17 10trp* LYCETT & SAWYER, Proprietors.

COLONNADE HOTEL,
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED, is now ready for permanent or transient guests.

COAL.

THE COAL BUSINESS HERETOFORE CARried on at No. 507 S. BROAD Street and No. 1118 WASHINGTON Avenue, by the late firm of Branson & Bro., will be continued by the surviving partner, David Branson, under the old firm name of BRANSON & BRO. A good assortment of the best qualities of Lehigh, Schuylkill, and Bituminous coal always on hand, carefully prepared and promptly delivered, at moderate prices. 8 23 6t

BEST QUALITY HARD AND FREE-BURNING ANTHRACITE AND BITUMINOUS COAL at lowest market prices. Shamokin and Lorberry Nut for carters at liberal discount.
EASTWICK & BRO.,
Yards TWENTY-SECOND and WASHINGTON Avenue,
Office, No. 228 DOCK Street. 8 20 3t

DRY GOODS.

1870.

WAR'S DOINGS.

Important to Dry Goods Buyers.

Owing to the unfortunate state of affairs on the Continent of Europe, there is a moral certainty of ALL EUROPEAN GOODS being advanced in price; in fact, already importers of SILKS are asking a large percentage over last season's prices, and goods are scarce at that. We have quite a good stock on hand of

Silks, Shawls, and Dress Goods,

Which we propose FOR THE PRESENT to sell at old prices, not putting on one cent advance. Also,

FRENCH AND LLAMA LACES,

Which it will pay well to buy now at old prices, even to keep for next summer. Also,

BLACK CRAPES AND CRAPE VEILS, and
BLACK ALPACAS, MOHAIRS, and DELAINES, and KID GLOVES, CORSETS, and LINEN GOODS.

We would advise our friends to lay in their stock of the above goods for family use.

JOSEPH H. THORNLEY,
NORTHEAST CORNER OF
EIGHTH and SPRING GARDEN Sts.,
8 3 thstu1 PHILADELPHIA.
Established in 1863.

MRS. R. DILLON,
NOS. 232 AND 231 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 1 4

FOR SALE.

FOR SALE OR TO LET,
THE STORE PROPERTY
No. 722 CHESNUT STREET,
Twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high.
Apply on the premises between 10 and 12 A. M.
THOMAS S. FLETCHER,
12 10 tf DELANCO, N. J.

MAPLE LAWN.
Beautiful Country Seat at Holmesburg.
ESTATE OF GEORGE W. BENNERS, Deceased.
Containing 8 acres; large frontage. Part could be cut into building lots. Good improvements, convenient to station, schools, churches, and stores.
For sale on easy terms. Apply to
EDWIN H. FITLER,
EXECUTOR,
7 23 stuth18t* No. 23 North WATER Street.

BROAD STREET PROPERTY FOR SALE.
HANDSOME BROWN-STONE RESIDENCE, southwest corner of Broad and Thompson streets, three stories, with French roof, containing all modern improvements, newly frescoed and painted throughout.
ALSO, HANDSOME BROWN-STONE RESIDENCE, west side of Broad, above Master street, nearly finished; lot 80 by 200 feet to Carlisle street.
Also, Lot west side Broad, above Vine street, 100 by 200 feet. Also, west side Broad, above Thompson street, 100 by 200 feet. Also, east side Broad street, 100 by 528 feet to Thirteenth street.
ALSO, LARGE BUILDING on Dock street, known as "Jones Hotel;" will be rented and altered to suit tenant.
R. J. DOBBINS,
8 18 thstu Ledger Building.

FOR SALE OR EXCHANGE FOR City Property, one of the finest FARMS in the country.
R. J. DOBBINS,
8 18 thstu tf Ledger Building

TO RENT.

TO RENT—THE STORE, NO. 722 CHESNUT Street. Apply on the premises between 10 and 12 o'clock A. M. 8 17 tf

RARE CHANCE TO GET INTO BUSINESS.—HOUSES and LOTS wanted in exchange for Merchandise at wholesale prices.
Address immediately, FINLEY,
8 9 "Ledger" Office.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 151, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY,
8 15 No. 239 S. SEVENTH Street.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoutre Razor; Ladies' Scissors, in cases of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Surgical instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 22, 1870.

Mr. Weston's Troubles.

One point of resemblance between Mr. Weston and other great men is his liability to troubles. I am willing to take it for granted that he speaks truth when he says that he has kept aloof from unprincipled men in order to devote himself, with greater pureness of heart, to his profession. His name is not seen associated with the names of prize-fighters and athletic loafers, and the gentlemen who patronize his public performances are, by a pleasing prejudice, presumed to be "good old men." Take Mr. Greeley for a specimen. It is therefore pardonable in Mr. Weston to have felt some pride in himself and his profession, and taken every pains to make a success of the visit which he contemplated paying to Europe. In order to insure that success he addressed to the Ministers who represented the United States at any prominent European court letters requesting them to use their influence in his behalf. Among the gentlemen thus addressed are Mr. Jay, Minister to Vienna; Mr. Motley, Minister to London; Mr. Washburne, Paris; Mr. Curtin, St. Petersburg; Mr. Bancroft, Berlin; and General Sickles, Madrid. Three of these great men answered Mr. Weston. These three are Washburne, Sickles, and Jay. Washburne and Sickles wrote polite notes, stating the chances for and against Mr. Weston's success, and expressing their willingness to help him by every legitimate means that lay in their power. Mr. Jay sent a guarded reply, the substance of which was that he did not think the United States Secretary of State would approve of his using his official influence in favor of such a step as that contemplated by Mr. Weston, and that he advised the pedestrian to apply to that official in relation to the matter. Thus the pleasant prospect is opened of pedestrianism becoming a matter of international negotiation!

"The Dog."

The latest rumor in regard to the Nathan murder has more consistency than any other that had previously been started. As, of course, you have long ere this been aware, the rumor is that the "dog" was stolen, about one year ago, from the house of a man named Schenck. Last fall Mr. Schenck's house was robbed by three burglars, two of whom are now suffering, in prison, the penalty of their crime. The third one is said to be a man who was arrested some days ago, whose name is Eagan, and between whom and young Kelly an intimacy is claimed by the gossippers. At the time of the robbery this "dog," which had been used by Mr. Schenck (so runs the story) for opening wine-cases, disappeared. There are one or two plausibilities in this rumor. It leaked out first in that one of the New York newspapers which is most remarkable for the character of its sensations. Upon his arrest Eagan was locked up and closely watched, in hopes that something, tending to implicate him in the Nathan murder, would leak out. The fact of his arrest could not be kept from the reporters, but it was fondly imagined that these gentlemen could be induced to keep quiet until Eagan's conduct should furnish a clue surer than it has yet furnished. One reporter, more faithless in his ambition than the others, could not resist the temptation to make use of his knowledge. He saw a splendid chance for "making a hit," and for beating his reportorial brethren out of their reportorial boots. I learned to-day, through a reporter in whose word I place confidence, that this dishonorably-used knowledge was the common property of the reporters for three weeks, but that, by especial request of the Superintendent of Police, none of them had made use of it. Imagine Jourdan's disgust when he discovered that all his plans had been thwarted through one reporter's meanness of spirit! It is no wonder that the New York reporter is so often regarded as the quintessence of mean trickery. The vile and vulgar liking for sensation is at the bottom of the impudence and want of honor which have become characteristic of the Bohemian.

Amusements.

Mr. Walter Montgomery, the English actor, is staying at the Fifth Avenue Hotel. He is about forty-three years of age, was born (I think) at Gowanus, L. I., and returns hither for the first time. Possibly he may appear at one of the New York theatres. Mr. Booth offered him an engagement to play in the *Winter's Tale*, but it is not likely that the offer will be accepted, since Mr. Booth himself will enact a character in that play, and the part in which Mr. Montgomery would be forced to appear is secondary. It is not easy for any star actor to secure a New York engagement. At the principal theatres the seasons are usually provided for, in advance, for twelve or eighteen months, and at the smaller theatres the "support" is so extremely bad that great indeed must be the animal spirits of the star who would submit to it with cheerfulness.

Madame Seebach will arrive here the middle of next week—Mad'lle Nilsson about ten or eleven days later. They will stay at the Belvidere House, which has recently been fitted up very magnificently, and is intended principally for the accommodation of singers and musicians. There lives the bright and blithe Canissa, who has grown mature and matronly-looking. The house is lit by the new kind of gas, beside which the common gas burns as faintly as a rush-light would burn beside the common gas were rush-lights in use nowadays. Every room is supplied with an electrical contrivance, by means of which the office on the first floor can be instantaneously communicated with, though whether this contrivance presupposes, on the part of those occupying the rooms, an intimate acquaintance with telegraphy, I will not take it upon me to declare.

The Olympic Theatre is to open to-night, with Mrs. James Oates, Mr. G. L. Fox, and "Le Petit Faust." The San Francisco Minstrels commence operations next week. The week after that Daly's Theatre swings wide its doors, and within two weeks the regular season will be in full blast almost everywhere. ALI BABA.

THE BUREAU OF STEAM ENGINEERING

Alleged Corruption in the Navy Department—Engineer-in-chief King and His Late Chief Clerk—How the Corliss Contract was Compromised—An Opportunity for an Investigation.

From Our Own Correspondent.

WASHINGTON, Aug. 22.—Considerable excitement and much comment were infused into official circles of the Navy Department yesterday by the appearance of printed copies of a letter addressed to Vice-Admiral Porter by William H. Allyn, who, about a week since, was displaced as chief clerk of the Bureau of Steam Engineering of the Navy Department, which position he has held for some eight years or more, in which he alleges that the cause of his removal was his opposition to the chief of that bureau (Chief Engineer King) in the settlement of a contract, involving several hundred thousand dollars, whereby the Government, he states, was being virtually defrauded out of about $240,000, by taking a 100-inch engine, etc., of the Corliss Steam Engine Company, of Providence, R. I., in its incompleted condition, and paying the full amount specified in the contract, while he could be compelled by his contract to finish the engine and erect it in a vessel for the same amount of money. This matter was up before the Retrenchment Committee just previous to the adjournment of Congress, and before which Mr Allyn testified, and the committee not finishing the investigation before the end of the session introduced a bill, which passed the last day of the session, stopping any payment to Mr. Corliss until the amount, if any, justly due him was ascertained.

The following is the letter, in which the writer gives a synopsis of the whole facts in the case, and sets forth charges against Chief Engineer King of a very serious character, which will doubtless be investigated:—

WASHINGTON, D. C., Aug. 12, 1870—Vice-Admiral D. D. Porter, U. S. N., Navy Department, Washington, D. C.—Sir:—I have been removed from the position of Chief Clerk of the Bureau of Steam Engineering, not, I am confident, with your approval, but at the request or demand of King, the chief of that bureau, and for the reason that I was opposed to his settlement of the Corliss contract for steam machinery, in relation to which I testified before the Joint Select Committee on Retrenchment.

I received my appointment some eight years since, without soliciting the position, and during that time I have served the Government and protected its interest to the best of my ability. I flatter myself that during the time I have been in the department I have saved the Government large amounts, one of which permit me to mention, as it is connected with this matter. I caused to be deducted from Mr. Corliss' bill, for extra weight of boilers, the sum of $25,000, his bill as sent to the bureau being for $82,000, including and charging at the rate of forty cents per pound (which was to be the price for the increased weight of the boiler proper) for grate bars, doors, deck plates, smoke stacks, and other iron castings, worth but five cents per pound, while the other three contractors for the same additional weight rendered their bills correctly, and never made a claim for forty cents per pound for cast-iron.

I opposed the settlement of the Corliss contract in the manner in which it was made for the reason that, by taking the engines, etc., in their unc ompleted condition, and paying him $140,000, Corliss would not only receive that amount as a gratuity, but that he would (as the testimony of experts before the Retrenchment Committee conclusively show) save the additional amount of about $100,000 that they testify that it would have cost Corliss to complete his contract for the 100-inch engine, thus receiving from the Government, without giving any value, the sum of $240,000.

While I do not blame Mr. Corliss (who is a shrewd business man) for making the best settlement he could, I do assert that King, in engineering the settlement for Corliss with the Secretary, if so be the Secretary had anything to say about it or gave any orders, did not protect the Government. And, in passing, I would say that, from facts within my knowledge, I am confident that you had nothing to do with the settlement, and did not make the endorsement on Corliss' letter containing his proposition, which purports to be yours, and which you testified before the committee to be a forgery. The action of Congress in relation to this settlement of the Corliss contracts, viz., prohibiting the payment of any moneys to him until a competent board, after a thorough examination, shall decide what amount, if any, is justly due him, shows the opinion of Senators and Representatives in relation to the settlement made by King.

As stated by you before the committee, it has never been usual for the Secretary of the Navy to examine into the details of the settlement of contracts. He relies upon the chief of the bureau to examine and to recommend, and, in most cases, the recommendation of the chief of a bureau is conclusive with the Secretary; hence, if the settlement (*at the time it was made*) was an improper one, the responsibility rests upon King. If, subsequent to the settlement and the giving a certificate of indebtedness, the Secretary has seen fit to assume the responsibility, that does not relieve King, but divides it between them.

I know that King labored under great difficulty in getting up his reply to the Senate resolution asking for information in relation to the settlement of Corliss contracts, for, by his direction, I drafted a reply, giving the actual facts; he objected to it, and, taking my draft as a basis, he made and subsequently altered five different replies to the Senate resolution before it was satisfactory to him, and finally the Secretary directed an alteration in the last one. It took King six weeks to get his reply into shape satisfactory to himself and the Secretary. And I assert that he did consult Mr. Corliss about his reply; also, that King, in quoting from the report of the board, insisted upon omitting the words "when completed"—that is, that it would cost Corliss to complete the 100-inch engine $140,000—and erased those words in three of the copies and had them rewritten. You can draw your own inferences why he desired to suppress those words.

I notice that he says in his evidence before the Committee on Retrenchment that he never saw the original report of the board of which Commodore Strong was President but once, and that was in your office. I assert that statement to be false. I know that he had the report for several days, and stated to me that he had studied it, and thought he understood it; that he had shown it to engineers, and he also had one of the clerks of the bureau make a copy of it.

I address this communication to you, Admiral, that you may know the cause of my removal. And in this connection permit me to say that the manner of removal was unusual in the Navy Department, for, instead of granting a short leave, at the expiration of which requested to tender my expiration, or stating that my services were no longer required, the letter was drafted by King, and copied for him by an engineer, and worded for a peremptory dismissal, and by him taken to the Secretary for his signature. This unusual course was taken by King to gratify his petty spite, thinking that it would annoy me—and it would if it had been done by a gentleman. But he failed in his purpose: it is not in *his* power to annoy me.

I do not address you with any desire to be reinstated, for it was my intention several months since to resign, but my friends, in and out of the department, remonstrated against my doing so. I would not again be in the same bureau with King. I have felt humiliated by being obliged, by my position, to come in contact with him as long as I have. He is ignorant; lacks intellect; his memory is treacherous; he is controlled by his prejudices; and, in my opinion, is utterly unfit to fill the position of chief of the Bureau of Steam Engineering.

As chief of the bureau he has discretionary power to expend one million dollars of public money during the present fiscal year. I assert, from my knowledge of him, that he has not the business capacity to expend it judiciously.

One would suppose that any man possessed of self-respect, after reading your testimony before the Committee on Retrenchment in relation to King, would forthwith tender his resignation; but he is not the man to resign. He procured the position by treachery to a member of the Engineer Corps—who is, in every way, his superior—and will hold on as long as possible.

Appreciating the courtesy which you have always extended to me during your official connection with the department, I am, very respectfully, your obedient servant, WM. H. ALLYN.

Following this, the writer of the letter submits the evidence of Vice-Admiral Porter and himself, taken before the Retrenchment Committee, in July, to substantiate the charges. The matter will create considerable sensation here before Congress at its next session.

CITY ITEMS.

ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
All kinds of Summer Clothing better in Cut, Make, and Fit than any other Stock of Ready-made Clothing in Philadelphia, and sold at prices
GUARANTEED LOWER THAN ANY OTHER.
Half way between Fifth and Sixth streets { BENNETT & CO., TOWER HALL, 518 MARKET STREET.

THE MOTHER CAN RELY UPON MRS. WINSLOW'S SOOTHING SYRUP to give rest and health to her child. It not only relieves the child from pain, but regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and will carry the infant safely through the critical period of teething.

PHALON'S "VITALIA," although transparent and colorless, will darken gray hair to the exact shade it wore before it began to fade! Among the triumphs of toilet chemistry it stands pre-eminent. It is clear and sweet smelling, and its name already is a "household word."

Sold by all druggists and fancy goods dealers.

ST. JAMES HOTEL, BOSTON, MASSACHUSETTS.—During the travelling season, if our patrons will kindly inform us, either by telegram or letter, of their intended arrival, we can be better prepared for their comfort.

In accordance with the reduction in the value of gold, the transien board at the St. James is reduced to Four Dollars per day.

PROPRIETOR ST. JAMES HOTEL.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

THE NEW SHADOW PHOTOGRAPHS and German Chromo Heads, made by A. K. P. TRASK, No. 40 N. Eighth street. They must be seen to be admired.

MARRIED.

SMYLIE—PETERS.—On the 22d of August, 1870, at the Alexander Presbyterian Church, by the Rev. George F. Cain, Mr. M. C. SMYLIE to VIRGINIA, daughter of the late John Peters, Jr., both of this city.

DIED.

BEATTY.—On the 22d instant, after a lingering illness, JENNIE W., daughter of Mary and the late William Beatty, aged 26 years 6 months and 5 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her mother, No. 335 New Market street, on Thursday afternoon at 2 o'clock. Interment at Woodlands Cemetery.

BRADFORD.—In Mobile, Ala., on the 21st instant, FANNY C., wife of Charles A. Bradford, and daughter of the late John Claxton, of this city.

GARTLAND.—On the 21st instant, MICHAEL GARTLAND, aged 61 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of Mrs. Mary Walsh, No. 618 S. Seventeenth street, on Wednesday morning at 8½ o'clock. High Mass at St. Paul's Church. Interment at Cathedral Cemetery.

LEWIS.—On the 22d instant, HARRISON C. LEWIS, in the 25th year of his age.

The friends and those of the family are invited to attend the funeral, at St. David's Church, Radnor, on Wednesday at 12 o'clock. Carriages will be in waiting at Eagle Station to meet the train which leaves West Philadelphia at 10 o'clock.

EDUCATIONAL.

RUGBY ACADEMY,
FOR YOUNG MEN AND BOYS,
No. 1415 LOCUST Street.
EDWARD CLARENCE SMITH, A. M., Principal.

This Select School will enter upon its sixth year completely reorganized.

Rooms improved, and refitted with handsome furniture.

1. Pupils prepared for business life. Thorough course in the English Branches and Mathematics.
2. Pupils prepared for high standing in College.
3. Special instructors in French, German, Drawing, Penmanship, Elocution, Book-keeping, Natural Science.
4. A carefully organized Primary Department.
5. Special features—an unsurpassed locality, spacious and well ventilated rooms, with high ceilings, a retired play ground.

Next session begins September 12. Circulars at LEE & WALKER'S, No. 922 CHESNUT Street.

Testimonial from Hon. William Strong, U. S. Supreme Court.

PHILADELPHIA, June 15, 1870.

During the last two years my son has been an attendant of the school of Mr. Edward Clarence Smith, known as Rugby Academy. I can unqualifiedly commend Mr. Smith to those who have sons to be educated, as a superior instructor, devoted to his work, kind and firm in his management of his pupils, and in all respects qualified for success in his profession.

8 13 W. STRONG.

H. Y. LAUDERBACH'S
ACADEMY FOR YOUNG MEN AND BOYS,
ASSEMBLY BUILDINGS,
No. 108 South TENTH Street.

A Primary, Elementary, and Finishing School.
Thorough preparation for Business or College.
Special attention given to Commercial Arithmetic and all kinds of Business Calculations.
French and German, Linear and Perspective Drawing, Elocution, English Composition, Natural Science.
FIELD PRACTICE in Surveying and Civil Engineering, with the use of all requisite instruments, is given to the higher classes in Mathematics.
A first-class Primary Department.
The best ventilated, most lofty and spacious Class-rooms in the city.
Open for the reception of applicants daily from 10 A. M. to 4 P. M. [8 20 1m
Fall term will begin September 12.
Circulars at Mr. Warburton's, No. 430 Chesnut

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

HALLOWELL SELECT HIGH SCHOOL FOR Young Men and Boys, which has been removed from No. 110 N. Tenth street, will be opened on September 12 in the new and more commodious buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the rooms, to make this a first-class school of the highest grade.

A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 16.
GEORGE EASTBURN, A. B.,
JOHN G. MOORE, M. S.,
8 17tf Principals.

EILDON SEMINARY.—MISS CARR'S SELECT Boarding School for Young Ladies will REOPEN SEPTEMBER 14, 1870.

It is situated at the York Road Station of the North Pennsylvania Railroad, seven miles from Philadelphia.

The Principal may be consulted personally at her residence during the summer, or by letter addressed to Shoemakertown Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of JAY COOKE & CO., Bankers, Philadelphia.
8 8

CHESNUT STREET FEMALE SEMINARY, PHILADELPHIA.

MISS BONNEY and MISS DILLAYE, Principals. The twenty-first year of this ENGLISH AND FRENCH BOARDING AND DAY SCHOOL will open on WEDNESDAY, Sept. 14, at No. 1615 CHESNUT Street.

Particulars from circulars. 8 13 to 0 1

THE SIXTEENTH ACADEMIC YEAR OF SPRING GARDEN ACADEMY, N. E. corner of EIGHTH and BUTTONWOOD Streets, begins Tuesday, September 6. Thorough preparation for Business or College. Applications received on and after Monday, August 22.
CHARLES A. WALTERS, A. M.,
8 18 1m Principal.

CENTRAL INSTITUTE, N. W. CORNER OF TENTH and SPRING GARDEN Streets, will reopen MONDAY, September 5. Parents are invited to call after August 29. Boys prepared for business or for college. JOHN P. LAMBERTON, A. M.,
8 22 1m Principal.

OAKLAND FEMALE INSTITUTE, NORRISTOWN, Pa., will commence its Twenty-sixth Year September 1. Terms, $260. For circulars address, J. GRIER RALSTON. 8 6 1m*

STEVENSDALE INSTITUTE, A SELECT family Boarding-school for boys, will reopen Sept. 12, 1870. For Circulars address J. H. WITHINGTON, A. M., Principal, South Amboy, N. J. 8 2tuths26t*

TWENTY-SIXTH YEAR.—H. D. GREGORY, A. M., will reopen his Classical and English School, No. 1108 MARKET Street, on September 6. 8 22 1m*

THE CLASSICAL INSTITUTE, DEAN STREET, above Spruce, will be re-opened September 5th.
8 22 2m J. W. FAIRES, D. D., Principal.

BOOTS AND SHOES.

BARTLETT,
FINE CUSTOM-MADE
BOOTS AND SHOES.
Made on our improved Lasts, insuring Comfort Beauty and Durability.
No. 33 SOUTH SIXTH STREET,
1 13 thatu3t ABOVE CHESNUT.

FOURTH EDITION

LATEST WAR NEWS.

Movements of MacMahon.

His Junction with Bazaine.

The Threatened Siege of Paris.

The French Corps Legislatif.

A Stormy Scene Yesterday.

FROM EUROPE.

MacMahon's Movements.

LONDON, Aug. 23.—(Special to the N. Y. *Telegram*.)—Nothing official has been received since yesterday from either army. Private advices received this morning assert that the Chalons army has taken the direction of Thionville in a desperate effort to effect a junction with Bazaine. Escaping the Crown Prine, and passing the main German army to the north of Verdun, MacMahon is driven to the choice of two evils, either to leave the road to Paris open to the Crown Prince, or, by holding it, to sacrifice Bazaine's army.

The Diplomatic Corps.

PARIS, Aug. 23.—Meetings of the Diplomatic Corps are held daily at the British Embassy, but no decisive action has yet been taken by them.

The French Government is buying horses in Italy for the army.

Preparing for a Siege.

The city of Paris is provisioned for two full months, with wine for six months.

Five millions of francs have been distributed in Paris among the families of soldiers.

Portions of the Bois de Boulogne had been laid waste, and the whole will be sacrificed if necessary for the defense of the city.

New Patriotic Loan

of seven hundred and fifty millions of francs will be opened to-morrow.

Dysentery Prevails

to a large extent in the Prussian army.

Ten thousand of Prussian wounded have been sent to Berlin.

Debate in the Corps Legislatif.

PARIS, Aug. 23.—In the Corps Legislatif yesterday, when Count de Palikao announced the receipt of a despatch giving reassuring news, Deputy Keratry demanded the date and also whether the despatch was from Bazaine. Count de Palikao in reply said the despatch was dated on the 19th, but the uproar of the deputies was so great as to drown the answer touching the authorship of the message. Deputy Keratry then proposed that nine members of the Chambers be chosen to form part of the Committee of Defense. Members of the Party of the Left immediately gave signs of approval, but the majority hesitated. Keratry claimed that the state of affairs urgently demanded it. Some of the members of the majority rose as approving, and several more members of the Left, which was accepted as establishing the urgency of the case. After the tumult had subsided, Count de Palikao said the Committee of Defense was numerous enough as at present constituted. In the name of the whole Cabinet, he repelled the proposal which had just been made.

The question of confidence was thus established, and the deputies retired to debate the matter. The affair has created a sensation, as it is considered an attempt to interfere with the administration. The matter will be decided to-morrow.

In the Senate yesterday a proposal was made to meet every time the Corps Legislatif met, but this was defeated. The President will call meetings whenever in his judgment they are necessary.

Rouher and the Emperor.

It is reported that Rouher went to Chalons to confer with the Emperor, and accompanied him to Rheims.

The Despatch to Count Palikao.

The *Soir* says the despatch above alluded to was from Bazaine, and was brought to Count de Palikao by a messenger.

It is understood the message contained much important and favorable news, which has been withheld from the public.

The *Soir* says further, that Palikao is certain he will be sustained by the Corps Legislatif, else he would not have been so decided at the meeting yesterday.

Encouragement of Gallantry.

PARIS, Aug. 23.—Many prizes have been arranged by the French Navy Department, in order to encourage gallantry. Some of them are said to be extremely valuable.

The Paris journals blame

Prince Napoleon

for leaving France. On his return here it was supposed he had been on a mission to King Victor Emmanuel, but a report to that effect, made public a few days ago, is now officially denied.

The Archbishop of Paris

has directed the clergy to contradict the report that the Pope has felicitated the King of Prussia. A number of Prussian spies were arrested here to-day.

Accounts of Prussian Violence Exaggerated.

LONDON, Aug. 23.—Captain Jeannerod writes a communication to the Paris *Temps* admitting that the accounts of Prussian violence are exaggerated but in a few isolated instances only.

The "Times" on the Defense of Paris.

The *Times*, to-day, exhorts the French people to consider what the attempt to defend Paris must cost, and urges them to consider almost any alternative. The defense of Paris cannot seriously defer its capture. The fortifications of Luxemburg have been razed.

The 750,000,000 Franc Loan.

PARIS, Aug. 23.—The *Siecle*, to-day, says the 750,000,000 franc loan has already been more than taken by anticipation.

Foreign Intervention.

It seems certain that a project has been brought before the great powers of Europe having for its object, the prevention of the dismemberment of France.

Assurances have been sent from the French government to his Holiness, that Italy has no intention of attacking Rome. The Papal troops had been withdrawn from the Campagna to defend the city. Many arrests had been made.

FROM THE STATE.

A Philadelphia Excursion Party.

Special Despatch to The Evening Telegraph.

BETHLEHEM, Aug. 23.—The Mitchell Lodge excursion, of Philadelphia, to Niagara Falls, with 250 persons, passed Bethlehem at 10 o'clock this morning, highly gratified with their trip thus far.

FIFTH EDITION

IMPORTANT WAR NEWS!

Bazaine Reinforced by MacMahon.

Crown Prince to Support Steinmetz

March on Paris Stayed.

Capture of a Prussian Frigate.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Important Rumor—The Crown Prince said to have gone to the Support of Steinmetz.

LONDON, Aug. 23.—It is reported that the Crown Prince of Prussia has withdrawn from his advance on Paris and gone to the support of the Prussian armies west of Metz, the position of the latter being threatened with a formidable attack from Bazaine, who is said to have been reinforced by MacMahon.

Prussian Frigate Captured.

LONDON, Aug. 23.—6 30 P. M.—The following despatch has just been received here from Alexandria:—"The Prussian frigate Hertha, carrying twenty-eight guns, has been captured by the French. No particulars are given."

Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds,
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 13 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 8 PHILADELPHIA.

Edmund D. Randolph & Co.
FORMERLY *Smith, Randolph & Co.* PHILA. & N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany, and Letters of Credit, available throughout Europe.

$25,000—PARTNER WANTED IN AN old-established business that will net that amount per year.
Address, T. J. W.,
S 9 "Ledger" Office.

FINE STATIONERY,
ARMS, MONOGRAMS, ILLUMINATING, ETC.
DREKA, 1033 CHESNUT Street,
Card Engraver and Stationer 6 21 tuths

THE GREAT WEDDING CARD DEPOT.
WEDDING AND PARTY INVITATIONS,
The latest Novelties for the season.
Call and examine samples. Prices reasonable.
R. HOSKINS & CO.,
No. 913 ARCH Street.

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is
90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf&p PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. [7 18m

UNITED STATES SECURITIES
Bought, Sold and Exchanged on Most Liberal Terms.
GOLD
Bought and Sold at Market Rates.
COUPONS CASHED
Pacific Railroad Bonds
BOUGHT AND SOLD.
Stocks Bought and Sold on Commission Only.

Accounts received and Interest allowed on Daily Balances, subject to check at sight.

DE HAVEN & BRO.,
No. 40 South THIRD Street,
6 11 PHILADELPHIA.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 4

MY SECRET.

My soul its secret hath, my life too hath its mystery,
A love eternal in a moment's space conceived;
Hopeless the evil is, I have not told its history,
And she who was the cause nor knew it nor believed.
Alas! I shall have passed close by her unperceived,
Forever at her side, and yet forever lonely,
I shall unto the end have made life's journey, only
Daring to ask for naught, and having naught received.
For her, though God hath made her gentle and endearing,
She will go on her way distraught and without hearing
These murmurings of love that round her steps ascend,
Piously faithful still unto her austere duty,
Will say, when she shall read these lines full of her beauty,
"Who can this woman be?" and will not comprehend. FELIX ARVERS.

—*From the Atlantic Monthly.*

THE SEPTEMBER MAGAZINES

"THE ATLANTIC."

From Turner & Co. we have received the September number of the *Atlantic*, which has the following list of articles:—

"The English Note-Books of Nathaniel Hawthorne," G. S. Hill ard; "In the Old Churchyard at Fredericksburg," F. W. Loring; "Joseph and his Friend," IX, Bayard Taylor; "Charles Albert Fechter," Kate Field; "Threnody;" "Little Ben," Harriet Prescott Spofford; "Music a Means of Culture," John S. Dwight; "Mountain Sonnets," Lucy Larcom; "A Virginian in New England Thirty-five Years Ago," II; "A Day's Pleasure," III, W. D. Howells; "Half-Way," II, George Barrow; "A Handful of Translations," H. W. Longfellow; "A Reminiscence of Benton;" "A Day with the Shovel-Makers;" "Reviews and Literary Notices."

Mr. John S. Dwight, editor of *Dwight's Journal of Music*, in his paper entitled "Music as a Means of Culture," makes an eloquent plea for a more extended knowledge and appreciation of the best music in this country. We quote the concluding portion of his article:—

Music must become a great part of our common, we may say our atmospheric, education. It has already gone too far for us to doubt it. Let its importance but begin to be appreciated, and the next Peabody will feel his way to general gratitude by liberal endowment of an art of vital interest to millions, where only tens or hundreds can know how to care for some of the learned branches for which professorships are founded. Money will yet be poured out freely for true colleges of music, as it has been for those of literature and science. It is not worth as much fostering as a boat race, international or other?

Consider, first, the simplest, *prima facie* claim of music; consider its civilizing agency, so far as it may become part of the popular, the public education.

We, as a democratic people, a great mixed people of all races, overrunning a vast continent, need music even more than others. We need some ever-present, over-welcome influence that shall insensibly tone down our self-asserting and aggressive manners, round off the sharp, offensive angularity of character, subdue and harmonize the free and ceaseless conflict of opinions, warm out the genial individual humanity of each and every unit of society, lest he become a mere member of a party, or a slave of business or fashion. This rampant liberty will rush to its own ruin, unless there shall be found some gentler, harmonizing, humanizing culture, such as may pervade whole masses with a fine enthusiasm, a sweet sense of reverence for something far above us, beautiful and pure, awakening some ideality in every soul, and often lifting us out of the hard, hopeless prose of daily life. We need this beautiful corrective of our crudities. Our radicalism will pull itself up by the roots if it do not cultivate the instinct of reverence. The first impulse of freedom is centrifugal, to fly off the handle, unless it be restrained by no less free, impassioned love of order. We need to be so enamored of the divine idea of unity that that alone—the enriching of that—shall be the real motive for assertion of our individuality. What shall so temper and tone down our "fierce democracy?" It must be something better, lovelier, more congenial to human nature than mere stern prohibition, cold Puritanic, "Thou shalt not!" What can so quickly magnetize a people into this harmonic mood as music? Have we not seen it, felt it?

The hard-working, jaded millions need expansion, need the rejuvenating, the ennobling experience of joy. Their toil, their church and creed, perhaps, their party livery, and very vote are narrowing; they need to taste, to breathe a larger, freer life. Has it not come to thousands while they have listened to or joined their voices in some thrilling chorus that made the heavens seem to open and come down? The governments of the Old World do much to make the people cheerful and contented; here it is all *laissez faire*, each for himself, in an ever-keener strife of competition. We must look very much to music to do this good work for us; we are open to that appeal; we can forget ourselves in that; we blend in joyous fellowship when we can sing together; perhaps quite as much so when we can listen together to a noble orchestra of instruments interpreting the highest inspirations of a master. The higher and purer the character and kind of music, the more of real genius there is in it, the deeper will this influence be.

Judge of what can be done by what already within our own experience has been done and daily is done. Think what the children in our schools are getting through the little that they learn of vocal music—elasticity of spirit, joy in harmonious co-operation, in the blending of each happy life in other; a rhythmical instinct of order and of measure in all movement; and a quickening of the ear and sense, whereby they will grow up susceptible to music as well as with some use of their own voices, so that they may take part in it; for, from these spacious nurseries (loveliest flower-gardens, apple-orchards in full bloom, say, on their annual *fete* days) shall our future choirs and oratorio choruses be replenished with good, sound material.

Think what unconscious culture, what refining influence, the people of a city might breathe in with the common breath of life from concerts in the open air, from military bands, and, better still, from civic bands, if only our king and lord, the people aforesaid in its corporate capacity, would make an enlightened provision for these things, and institute a competent commission, or commissioner, a "Philostrate, master of the revels," of real taste and judgment, to see to it that the bands be good ones, the programmes of a kind to elevate and civilize, and not demoralize by brutal bray of everlasting brass; and that the *repertoire* be made up of models of enduring beauty, instead of specimens of every foolish reigning fashion in its turn. Such an office should be of high honor, of careful appointment, and safe tenure, like a judgeship.

Think what revival of the best enthusiasm, what enriching of the inner man's resources, what a lift to thought and feeling, may be given, has been given, by great festivals of music, and even by "great jubilees," could their ambition be a little sobered, and all the claptrap and extravagance left out.

Think, above all, how much of the best kind of culture, though it be undefinable, undemonstrative, a silent absorption, as it were, through all the pores and into every finest spiritual fibre, may be found in the stated series of concerts of the highest order, where to listen well is to take part, and where every person present both in body and in soul "assists," in the French sense of the word. All that is necessary to this is that, besides rich material, there shall be a pure artistic *spirit* pervading the whole concert; the programme ought to be an art-work in itself, with nothing miscellaneous about it, it being not enough that it should contain fine things; it should contain them so placed that they shall not jostle one another, each obliterating the impression of the last; and that their spell shall not be broken by bringing them into incongruous company with things of so irreconcilable a spirit that one can carry home no clear impression of the concert as a whole.

But of the good influence of music in the more popular and public way the half is not told, so long as we have not hinted how much fitly chosen music may do, has done, though too seldom, as an element in public celebrations of great events in human progress, in commemorations of great men, or in aid of noble charities. On such occasions its chief efficacy depends upon significant, appropriate selections to be played or sung; upon the close affinity or correspondence of each strain of music, both with the spirit of the hour and with whatever spoken thought or ceremony it may prepare or follow; in a word, upon a certain artistic unity of programme, of which it catches by quick sympathy the key-note, dictates in some way the order, moulds all to sympathy, tenderly guards throughout the unbroken continuity of meaning, and serves as a frame and background to the whole. She, Music, should be called in at the first inchoation of the plot as the most sympathetic, subtly appreciative, suggestive confidante; and when it comes to the fulfilment, hers is the part of chief interpreter, as well as of disposer, of all minds to the right mood of expectation and the right impression after. Commonly we do quite differently. We call in music upon such occasions, not as an equal, a co-working intelligence, but rather as king's jester, to supply a little idle recreation in the pauses. We employ a band of instruments, mostly military, to discourse loud polkas, pot-pourris from operas, or what not, selected without rhyme or reason, and so rudely break the spell and rob the hour of character and meaning. Art would reform this. Art knows nothing miscellaneous.

We are not quite without examples of the better way; our Boston Music Hall, within a few years, has been witness of a few which might be followed. Who that was present will forget that welcome to our noble Lincoln's Proclamation of Emancipation on that first of January, when Emerson first read his thrilling "Boston Hymn" of liberty and justice; and when music, furnishing first the darker prelude, in allusion to the days of bondage and of hope deferred, through the overture to "Egmont," and that exciting number from "The Hymn of Praise," in which to the anxiously repeated question, "Will the night soon pass?" the clear soprano, like a stream of sunshine, startles with the cry, "The night is departing!" and the glorious *crescendo* of the chorus floods the world with light and carries all before it in a blaze of high-pitched harmony and trumpets—then proceeded in the lofty vein of heroism and of holy triumph, by making heard, in such significant connection (not to name all), the glorious Fifth Symphony of Beethoven; the chorus from *Elijah* full of comfort to the long-suffering, "He watching over Israel;" Handel's sublime hallelujahs; and finally the patriotic "sunburst" of the overture to *William Tell*?

Think, too, of the part that music bore the day we listened to the eulogy on our good Governor. How the organ whispered peace in those sweet strains of the concluding chorus, sung at the tomb of the Saviour, of Bach's Passion Music; and how the mournful effect of the grandest expression of a people's grief, bereft of a true hero, the Funeral March from Beethoven's Heroic Symphony, was tempered by the chorus, full of comfort, from "St. Paul," "Happy and blest are they who have endured;" then by the heavenly *andante*, reassuring and uplifting, from the Fifth Symphony of Beethoven; and then, to sum up all in one grand lesson, the strong, confiding choral, harmonized by Bach, "What God does, surely is well done!"

Think, too, how music lent new meaning and new beauty to that commemoration of a great man of science, when our Agassiz paid noble tribute to the life and labors of his great friend and teacher, Humboldt; how the music and the spoken word shed light upon each other; how Mozart's chorus of the Priestess of Isis sang of the consecration of the noble youth to Truth, wherever she might lead him; and how the wondrous overture to *The Magic Flute*, and the first movement of Beethoven's Seventh Symphony, by their fascinating hint of the perpetual pursuit of unity through all the labyrintaine windings of variety, fitly prepared and followed a discourse of which that was the very theme!

Now out of all these ways of popular exposure to the influence of good music, as well as from private, even solitary communion with its master spirits, comes much valuable culture; not in the sense of musical or any other knowledge, technical and special; not a direct conscious culture, as such, of the memory or of the reasoning faculties; not scholarship perhaps, nor ease and elegance of manners nor address; not force of will or quickness of decision; but, nevertheless, a culture moulding us insensibly, a sort of atmospheric culture, weighing gently upon each and all, like wholesome air, expanding the chest, warming the heart, putting the nerves in tune, disposing to unconscious courtesy and kindness, prompting each to fill his place cheerfully and unobtrusively, forgetting self in the harmonious whole, weaving a sympathetic bond, making us all feel like happy, trustful children, free and not afraid.

We may learn something from our German fellow-citizens in illustration of this important chapter in the art of life. We as a people seem somehow to have lacked this art. We court prosperity like anxious bond-slaves, fearing to call a moment of our lives our own, fearing to *live*, in our unceasing, feverish pursuit of the mere means of living. We are enterprising to a fault; we go ahead faster than others; but it is by a centaur-like contrivance, letting a large part of our real vital, human self run down into the lower animal, or the machine that carries us. Why, O "live Yankee," O proud Westerner, why waste your life in rivalling a steam-engine? Man makes himself a mere machine for generating or accumulating power, and all for what? And with what a solemn, sanctimonious, lean, hard-favored way he does it often! With what a quasi-religious and self-righteous tone he quotes his business maxims! How he amalgamates unworldly orthodoxy with the most secular showman's cant in the advertising of his wares! How he practically confounds religion with his own self-love, as generalized into prudential maxims!

We esteem ourselves the freest people on this planet, yet we have perhaps as little real freedom as any other; for we are the slaves of our own feverish enterprise and of a barren theory of discipline which would fain make us virtuous to a fault through abstinence from very life. We are afraid to give ourselves up to the free and happy instincts of our nature. All that is not pursuit of advancement in some good, conventional, approved way of business, or politics, or fashion, or intellectual reputation, or professed religion, we count waste. We lack *geniality;* nor do we, as a people, understand the meaning of the word. We ought to learn it practically of our Germans. It comes of the same root with the word *genius*. Genius is the spontaneous principle; it is free and happy in its work; it is artist and not drudge; its whole activity is reconciliation of the heartiest pleasure with the purest loyalty to conscience, with the most holy, universal, and disinterested ends. Genius, as Beethoven gloriously illustrates in his Choral Symphony (indeed, in all his symphonies), finds the key-note and solution of the problem of the highest state in "Joy," taking his text from Schiller's hymn. Now, all may not be geniuses in the sense that we call Shakespeare, Mozart, Raphael, men of genius. But all should be partakers of this spontaneous, free, and happy method of genius; all should live childlike, genial lives, and not wear all the time the consequential livery of their unrelaxing business nor the badge of party and profession in every line and feature of their faces.

This genial, childlike faculty of social enjoyment, this happy art of life, is just what our countrymen may learn from the social "Liedertafel" and the summer singing festivals of which the Germans are so fond. There is no element of national character which we so much need; and there is no class of citizens whom we should be more glad to adopt and own than those who set us the examples. So far as it is a matter of culture, it is through art chiefly that the desiderated genial era must be ushered in. The Germans have the sentiment of art, the feeling of the beautiful in art, and consequently in nature, more developed than we have. Above all, music offers itself as the most available, most popular, most influential of the fine arts—music, which is the art and language of the feelings, the sentiments, the spiritual instincts of the soul, and so becomes a universal language, tending to unite and blend and harmonize all who may come within its sphere.

—The September number of *Our Young Folks*, which we have received from Turner & Co., is nicely illustrated, and presents an entertaining variety of reading matter adapted to the tastes of the boys and girls.

—*The Nursery* for September is filled with pretty stories, verses, and pictures which will please the little ones.

SUMMER RESORTS.

CAPE MAY.

CONCRESS HALL,

CAPE MAY, N. J.,

Opens June 1. Closes October 1

Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.

TERMS—$3·50 per day June and September. $4·00 per day July and August.
The new wing is now completed.
Applications for Rooms, address
4 15 52t J. F. CAKE, Proprietor

McMAKIN'S ATLANITC HOTEL
CAPE MAY. Rebuilt since the late fire and ready for guest Open during the year. Is directly on the sea shore, with the best bathing beach of the Cape.
Terms, for the summer, $3·50 per day and $21 per week Coach from depot free. No Bar.
5 24 tuths3m JOHN McMAKIN, Proprietor.

THE COLUMBIA HOUSE, AT CAPE MAY, IS again under the management of GEORGE J. BOLTON, who is also proprietor of Bolton's Hotel, at Harrisburg, Pa. 7 9stuth23t

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.

Reduction of Twenty Per Cent. in the Price of Board.

Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address.

BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 dim 7 26 thstulm

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 H 3m Proprietor.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

LEGAL NOTICES.

ESTATE OF ALEXANDER BENSON, JR., DECEASED.
Letters of Administration on the Estate of ALEXANDER BENSON, JR., deceased, having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and all persons having claims to present the same without delay to
EDWIN N. BENSON,
GUSTAVUS S. BENSON,
EDWIN NORTH,
Administrators, No. 6 S. THIRD Street.
Or to their Attorney,
GEORGE JUNKIN, Esq.,
8 16 tuth6* S. E. cor. SIXTH and WALNUT Sts.

ONE DOLLAR GOODS FOR 95 CENTS
10 15 1y DIXON'S No. 21 S. EIGHTH Street.

FINANCIAL.

AN EXCELLENT INVESTMENT!

10 Per Cent. First Mortgage Land Grant Bonds
OF THE
Portage Lake and Lake Superior Ship Canal Company,
At 95 and Accrued Interest.

Coupons payable January and July at Ocean Bank, New York.
Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected
IRON, COPPER, PINE, AND OTHER TIMBER LANDS,
Worth at the lo west estimate five to eight times the amount of the mortgage.

Whole Issue $500,000,

Of which a balance of only $160,000 remains unsold.

This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipments—is nearly finished, and will be entirely completed the present season.
The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed.
Send for maps and circulars.
For sale at 95 and accrued interest by

B. K. JAMISON & CO., Bankers,
COR. THIRD AND CHESNUT STS.
8 6tf PHILADELPHIA.

LAKE SHORE
AND
MICHIGAN SOUTHERN
RAILWAY COMPANY
SEVEN PER CENT.

Consolidated Mortgage Sinking Fund Bonds.

The Lake Shore and Michigan Southern Railway Company, for the purpose of providing for the payment of its several mortgage debts as they become due, has executed a mortgage to the Union Trust Company, of New York, as Trustee, upon the whole of its Railroad and branches, payable on the first day of July, in the year one thousand nine hundred.
COUPON BONDS of $1000 each will be issued, with interest at Seven per centum per annum, payable semi-annually, on the first day of January and July, in each year, and REGISTERED BONDS of $1000, $5000, and $10,000 each, without coupons, with interest at Seven per centum per annum, payable quarterly, on the first day of January, April, July, and October, in each year, principal and interest payable at the office of the Union Trust Company in New York.
We call the attention of investors especially to this class of REGISTERED BONDS, which, on account of the SECURITY AFFORDED AGAINST LOSS BY ROBBERY, FIRE, OR OTHERWISE, AND THE PAYMENT OF QUARTERLY INTEREST, offer an investment peculiarly desirable.
A limited amount of these bonds can be purchased at 97½, and accrued interest, upon application to

ROBINSON, CHASE & CO.,
NO. 18 BROAD STREET,
NEW YORK. 8 8 1m
Application may be made to
Messrs. GLENDINNING, DAVIS & CO., Philadelphia.

SEVEN PER CENT. BONDS
At 75, Interest Regularly Paid.

WE OFFER FOR SALE

$60,000 SOUTH MOUNTAIN
IRON AND RAILROAD CO.
SEVEN PER CENT. BONDS,
At 75 and Accrued Interest,

SECURED BY 17 MILES OF RAILROAD,

Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumber land Valley, Pa.

B. K. JAMISON & CO.,
N. W. Cor. THIRD and CHESNUT Streets,
7 27 tf Philadelphia, Pa.

FOR SALE,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
FREE OF ALL TAXES,
At 85, and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA.

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26

ELLIOTT & DUNN
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

REAL ESTATE AT AUCTION.

NOTICE.

By virtue and in execution of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date the eighteenth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, Auctioneers,
at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—
No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a Ground Rent of $280, silver money.
No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.
No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.
No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars.
NOTE.—These cars are now in the custody of Messrs. Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to $600.
No 5. The whole road, plank road, and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3,) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4,) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.
Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well at law as in equity of, in, and to the same and every part and parcel thereof.
TERMS OF SALE.
The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid.
W. L. SCHAFFER, }
S 13 6tt W. W. LONGSTRETH, } Trustees.

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Baltimore (via Halifax), Tuesday, August 23, at 1 P. M.
City of Washington, Saturday, August 27, at 2 P. M.
City of Paris, Saturday, September 3, at 12 M.
City of Antwerp (via Halifax), Tuesday, September 6, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11 6

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUTONCE and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR NEW YORK, via DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH and SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

SHIPPING.

LORILLARD STEAMSHIP COMPANY
FOR NEW YORK,
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than fifty cents.
NOTICE.—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
28 PIER 19 NORTH WHARVES.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading for interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
AUGUST, 1870.
J. W. Everman, Friday, August 5.
Salvor, Friday, August 12.
J. W. Everman, Friday, August 19.
Salvor, Friday, August 26.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The ACHILLES will sail for New Orleans direct, on Tuesday September 6, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on ——, September —.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, August 27.
The WYOMING will sail from Savannah on Saturday, August 27, at 8 A. M.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Wednesday, August 31, at 6 A. M. Returning, will leave Wilmington Wednesday, September 7.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent,
6 15 No. 130 South THIRD Street.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 45

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
3 15 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
3 30 A few doors above Chesnut st., Philada.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

THE TOUR OF THE LAKES.

THE JOURNEY OF THE DULUTH EXCURSIONISTS AS FAR AS MARQUETTE.

From Our Own Correspondent.

MARQUETTE, Aug. 17.—The pilgrimage of the excursionists through the lakes has continued thus far most prosperously, being favored by beautiful weather and generally a calm sea.

We left Detroit on Sunday evening, and, passing through Lake Huron, entered the St. Marie, and approached the Sault Canal on Tuesday afternoon. Our passage through the river was rendered interesting by the spectacle of Indian cabins and wigwams on both the Canadian and American shores. The passage of a steamer with so many passengers seemed to attract the natives as something unusual, as they turned out to gaze and return the waving of handkerchiefs with hurrahs and waving of hats, etc.

One little pepoose scarce knee high shook a green bough as an olive branch towards the passing boat. We passed Sugar Island, on which is located an establishment where raspberry jam is manufactured, the berries being gathered by the Indians. On the island is a store bearing the sign of "Raspberry Jam," indicating that this is the sole commodity for sale. The canal is located on the American side, and is a noble work, though sadly needing repairs and enlargement to meet the growing trade between Lakes Huron and Superior. At the lower end of the canal is stationed the revenue cutter Michigan, in front of Fort Brady. On the Canadian side there is a considerable settlement around the old station of the Hudson Bay Company. The canal is not more than half a mile long, with two locks, and our passage through it was accomplished in a very short time. To give the excursionists an opportunity for a walk, and to visit the various objects of interest, the steamer delayed starting for several hours. A number of gentlemen and several ladies enjoyed the pleasure of shooting the rapids by embarking in Indian canoes, which, guided by Indians at bow and stern, passed swiftly through the boiling waters at a rate that made the spectators giddy as they watched their progress.

Embarking again, the steamer started about 5 o'clock. Near the outlet of the canal we passed the wreck of the steamer Ontonagon, which the day previous, in passing through on her way from Chicago to Marquette, struck a rock in the canal, causing her to leak, and she finally sunk on the beach. All the passengers on board lost their baggage, but fortunately escaped in the boats. There were eighty head of cattle on board and large numbers of sheep. The cattle mostly escaped by swimming ashore, but the sheep were drowned. The boat can be raised at an expense of about $10,000.

The excursionists are by no means a grave and reverend set like the pilgrims to the Holy Land whose doings are recorded by the inimitable Mark Twain. The dinner-table small talk is enlivened by the punning disposition of Judge Brewster, and the rector of Trinity (Rev. Dr. Vinton) lends his aid occasionally in keeping up the flow of conversation, so that even the gravity of Judge Paxson gives way to the cheering influences of his surroundings. The evenings are passed generally on deck, enjoying the moonlight and the cool breeze, while later they gather in the cabin to listen to the instrumental and vocal music of the ladies and gentlemen. There are some good voices among the colored waiters, and they occasionally lend their aid by giving specimens of Ethiopean minstrelsy. There is a deep-laid plan of having a performance of the burlesque of *Pocahontas* before the company reach Duluth. There is no copy of the play on board, and the various parts have been written out from memory to meet the stage requirements. As this difficulty has been surmounted, there can be no doubt that the performance will be a success.

The steamer left the canal last evening, and about daylight this morning the bell was rung in order to rouse the passengers so that they could gaze on the Pictured Rocks. Nearly all were soon gathered, and they had a very fine view of this natural curiosity. Some portions of the rocks were really grand, though the sun was wanting to bring out the colors in full effect. During the passage there was a brisk gale, which caused a great portion of the passengers qualmishness, though not actually sick. A furious rain squall succeeded, which beat down the sea, and in a few hours the sun broke out, and by lunch time nearly all had recovered their good humor, with an appetite to do justice to the good things spread before them.

Among those on board is E. T. Evans, Esq., of Buffalo. This gentleman is owner of the steamer Winslow, and has not only placed that vessel at the disposal of the projectors of this excursion, but most munificently defrays the whole expenses. The Evans line of propellers now consists of six steamers running between the various lake ports, which is soon to be increased by three others. A new line of iron steamers, to meet the anticipated freight and passenger traffic between Duluth and the other lake ports, will soon be started. They are to be much larger than the present boats, and fitted up to carry 150 passengers. Three of these boats have already been commenced at Buffalo, and as many more contracted for. This new line, styled the Atlantic, Duluth, and Pacific Lake Company, is the Lake organization of the Lake Superior and Mississippi Railroad Company. It has an ample cash capital and will be managed by Mr. E. T. Evans. The railroad company have determined that these new boats shall be the finest, safest, and best built on the lakes. A number of wooden steamers, including General Ward's celebrated boats, have been chartered to meet the demands of the trade until the new boats can be constructed. They will be monster palaces of comfort, and will be in commission early next spring. This bold and far-sighted policy of the railroad company will virtually extend their road to all the great points which line the southern shore of Lake Erie. Messrs. S. M. Felton, W. G. Moorehead, and J. Hinckley are the executive managers of the Lake Superior and Mississippi Railroad Company, and Messrs. W. Thorn, I. D. Potts, and H. H. Houston executive managers of the steamship company.

INDEX.

SOUTH AMERICA.

PARTICULARS OF THE GREAT STORM AT VALPARAISO—THE REVOLUTION IN URUGUAY—CAPTURE OF THE CAPITAL OF ENTRE RIOS.

CHILE.

Disastrous Storms.

Valparaiso, always unfortunate in storms, fires, epidemics, and bombardments, has again been a victim to one of those furious northers that have always been productive of such destruction in our bay, and have given to it such an unenviable reputation. On the morning of the 11th of July the storm commenced, and continued in all its fury until about noon of the following day. The men-of-war and steamers in the port immediately got up steam and stood out to sea, after having aided as far as in their power such vessels as especially required their assistance. From this circumstance, and that of the comparatively small number of ships in the bay, but few disasters occurred on the water, only three or four coasting brigs and schooners receiving serious damage, and but two vessels of same class totally wrecked. But on shore the injury inflicted was of much greater consideration. The bonded warehouses belonging to the Government, and now being repaired from the effects of the Spanish attack in 1866, were the especial object of the tempest; the extensive esplanade running along the whole front of these buildings was totally destroyed and carried away, and the water entering the deposits, caused serious damage to the foundations of the stores and to the goods there deposited. The loss here alone is estimated at more than $200,000. The wharf in front of the Boisa and the Malecon or promenade to the east of this edifice were also completely lost, the materials composing them being carried out to sea and again thrown on shore in an almost unrecognizable condition. The railway along shore running to Santiago was also submerged, and the rails and embankment in many places have disappeared. A number of houses were inundated, and the whole damage may be put down at $400,000.

URUGUAY.

Progress of the Revolution.

MONTEVEDEO, July 17.—The civil war in this republic is still the absorbing topic of the day, the Gaucho leader (Aparicio) seeming to be a match for all the generals of the Colorado party in power now, and also have sent out to destroy his army, a fact further from accomplishment than a few weeks back, since the army is able to commit raids in almost every province, even to within a few miles of this capital. President Battle is still in the field, having his headquarters at Durazno; but Aparicio, outmanoeuvring Caraballo, commanding the national forces, threw out a strong guerilla band, which cut the communications from Battle's headquarters to this city. A party of 400 made a dash at Colonia a few days ago, jeopardizing American property there so that the gunboat Wasp, commanded by Rear-Admiral Lanman, probably at the request of Colonel Manton, was compelled to interfere.

General Borges left this city on the 16th inst. to reinforce the army, with 700 men, mostly cavalry.

THE BATTLE OF WISSEMBURG.

Particulars of the Engagement—An English Account.

The correspondent of the London *Standard*, writing from Mayence under date of August 5, closes his letter with the following description of the battle of Wissemburg, having obtained his information, as he says, from both German and French soldiers who were engaged in the contest:—

Wissemburg is a little town of 6000 inhabitants, situated upon the Lauter, at the edge of the French frontier. It is a station upon the railway from Strasburg to Mannheim. It is generally marked upon maps as a fortified town, but this is an error. The Wissemburg lines still exist, but are unarmed and are in a state of ruin. These lines were constructed by Marshal Villars in 1705, during the Spanish war of succession. The best proof that they are not at present armed is that, although the Prussians have taken the town, the only gun they have captured is a small field piece. Had there been many guns in position, they must, of course, have fallen into their hands. Between Wissemburg and the Rhine the country is nearly a dead flat; to its left, however, it is broken up into hills, among which the Lauter, which above Wissemburg is a Bavarian stream, has its source. The hill immediately to the left of Wissemburg appears to be called Geisberg, though it is not marked by that name in the maps that I have by me.

Between 1 and 2 o'clock yesterday, a French division, estimated at 25,000 men, advanced from Wissemburg, crossed the Lauter, and attacked the 5th and 11th corps d'armee of the Prussians, which were stationed in or near Bergzabern in the Landau road. Here the fight raged with the greatest fury. Every orchard, every dwelling was contested with the most extreme obstinacy. The French chassepot committed the greatest destruction among the Prussians ranks at short distances; but I have not been able to hear whether the *mitrailleuse* was brought into action, or, if so, with what effect. The contest was a most obstinate one; the French claim that they were gaining ground, while the Prussians admit that the French fought with extreme and desperate bravery. At this time the Crown Prince moved the 2d Bavarian Corps d'Armee down behind the hill of Geisberg, probably as far as the village marked on the map as Lemb, which is about two miles distant from and a mile to the south of Wissemburg. Following the Lemb-Wissemburg road, they crossed over Geisberg, and fell upon the rear of Wissemburg, capturing some 500 prisoners, the French tents and stores, and then attacked the French in the rear, these being, therefore, taken between two fires. Although taken by surprise, the French appear to have defended themselves with extreme gallantry, and contrived to retire from the field of action with the loss only of one four-pounder gun, of which the horses were killed. The Prussian officers speak in terms of high admiration of the gallantry of their enemies, and these return the compliment, speaking with special laudation of the Bavarians. How far this account is true I know not, but it bears strong marks of likelihood on its face, and if *si non e vero*, is at least *ben trovato*. It is at least the connected story which I make out from a variety of statements. I admit that there is a weak point. It is difficult to see how the French, caught in so complete a trap, extricated themselves with the loss of so comparatively few prisoners and of one gun only. Driven off the road to their right they would have no road crossing the Lauter until they reached Lauterburg, close to the Rhine, a distance of seven or eight miles from Berzabern, and which a beaten army could hardly accomplish in the face of a greatly more numerous enemy without the loss of many guns and prisoners. The more probable explanation appears to me that the Prussians, coming down from Geisberg, kept to the left of Wissemburg, and that the French remaining in Wissemburg kept them at bay until the French General was able to throw back his left wing to cover the lines of retreat for his right and centre, in which case Wissemburg itself would not have fallen into the hands of the Bavarians until the French had passed through it. This, supposing the other portion of the narrative to have been correctly stated, would appear to have been the most probable course of events.

In respect to the number of troops engaged, except as to the broad fact that the French were greatly outnumbered, it would be difficult to form an opinion. The French force was stated at 25,000, but I have no means of judging of the accuracy of the statement. Upon the Prussian side, according to their own telegrams, three *corps d'armee* were engaged. The peace footing of each *corps d'armee* may be put roughly at 25,000 men, the war footing at 50,000, or, with the addition of the Landwehr, at nearly 100,000 men. At present it may be assumed that the strength of each corps is 50,000 men; but at the same time is not probable that the whole force of each corps was engaged. If only half the strength of each corps was brought into action we should have a total of 75,000 men, in addition to which we know that a portion of the Guard was engaged, as the telegram mentioned the 1st Regiment of the Guard as having specially suffered. Making, therefore, every possible deduction, it is evident that the Prussians must have had a force engaged at least double that at which the French division is estimated. The action, therefore, although an undoubted French defeat, cannot be considered as anything but creditable to French valor. All this is of course dependent upon the accuracy of the reports upon which my account of the battle is founded. At any rate, the strategy of the Crown Prince appears to have been brilliant, and it appears probable that the French will find themselves outgeneraled throughout the campaign. As I am closing this, the news come in that the fighting continues to-day; that the Prussians are following up their successes of yesterday, and that MacMahon's divisions are in full retreat upon Saverne. It is also stated that the wounded in the next train will be the first victims of to-day's engagement.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 8:50 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:40 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:35 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8:05 A.M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:30 P. M. for West Chester stops at all stations.
4:30 A. M. from West Chester stops at all stations.
7:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF,

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD,

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:30 and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Burlington, Florence, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE),

The 8 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3:30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.

ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York.....$3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8:00 A M.
Paoli Accommodation, 10 A. M. & 12:30 and	7:10 P. M.
Fast Line	12:30 P. M.
Erie Express	11:00 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	10:30 P. M.
Way Passenger	11:30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	8:10 A. M.
Philadelphia Express	6:30 A. M.
Erie Mail	6:30 A. M.
Paoli Accommodat'n, 9:40 A. M. & 3:30 & 6:40 P. M.	
Parkesburg Train	9:00 A. M.
Fast Line and Buffalo Express	9:35 A. M.
Lancaster Train	11:55 A. M.
Erie Express	5:40 P. M.
Lock Haven and Elmira Express	9:40 P. M.
Pacific Express	12:20 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8:25 A. M. (Accommodation) for Doylestown.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington 1:15, 3:50, and 5:20 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:30 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4:15 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale.

8:00 and 11:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:55, and 10:35 A. M.; 2:15, 5:05, and 8:25 P. M.

Doylestown at 8:25 A. M

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

Bazaine's Strategy

The Way out of Metz.

Paris Virtually Besieged

Extent of Her Defenses.

The Beautiful City Despoiled.

The Prussian Secret Service.

A French Guerilla War.

The Bombardment of Toul.

FROM EUROPE.

Paris Virtually Besieged.

Special to the Courrier des Etats-Unis.

PARIS, Aug. 22.—Preparations are being made for a combat all along the line. Paris is virtually in a state of siege, and every one accepts this part of the situation. It is generally conceded that the issue of the campaign will be decided under our walls. If we are able to hold out for a week (and we are able) against an enemy destitute of material for carrying on a siege, all France will come to the succor of the capital, and will severely annoy its besiegers.

No Fear of Revolution.

As for a diversion in their favor among the faubourgs, they need not count upon it, for at this time it would be difficult to restrain the summary vengeance of the people upon any individual convicted of treason.

The Fortifications of the City.

I visited this morning the line of fortifications between Neuilly and Autent. An army of workmen, aided by Gardes Mobiles and men of all military classes, were at work cutting down trees in the Bois de Boulogne as far as the lakes. The bastions are supplied with mortar batteries, and cannon of very heavy calibre have been mounted on the ramparts, and across the roads drawbridges have been thrown.

Poor Paris!

On the side of that city toward Passy and Auteuil a large number of houses have been demolished. In short, this part of Paris, once so beautiful, is entirely unrecognizable.

On the Vincennes Side (East)

I am told the work of defense is pushed with still greater energy. An intrenched camp has been established in the plain of St. Maur, which commands the passage of the Marne. The inhabitants of all the surrounding localities have abandoned their houses and taken refuge in Paris.

200,000 Troops About the City.

As for the really effective force of troops to whom our defense is committed, I estimate it upon authentic data in the neigborhood of 200,000 men, of whom 15,000 are soldiers of the regular army, 5000 municipal guards and gendarmes, 10,000 sailors and marines, 70,000 Gardes Mobiles of the reserves and battaillous de depot, and about 100,000 National guards, firemen, etc. With this effective force, and provisions in abundance, we can hold the enemy in check for some time.

Scarcity of Army News.

The news from the army of the Moselle is always scarce. What I am permitted to send you is in substance this:—

Bazaine Preserves Intact

his communications with Paris by the western route. The last battle, delivered at Jaumont, had no other result. Bazaine is also greatly strengthened by the vast fortifications of Metz and is still master of the line of retreat by way of Montmedy, Stenay, Vouziers, and the valley of the Aisne.

His Reinforcements.

He can doubtless by the same route receive reinforcements, and I have reason to believe that part of the forces lately assembled at Chalons set out for that destination yesterday morning.

The Prussians at Metz.

The enemy's army around Metz has always been superior in numbers, but, decimated by the late battles, is incapable, for the present at least, of resisting a violent attack. The reinforcements which it has received are composed of landwehr and of levies from the Southern States, hastily gathered for the invasion of our country. The enormous losses which the Prussian army has sustained will hardly be encouraging to these new comers, and there is then a marked advantage in favor of our troops at Chalons, who defend the soil of their country from the invader. Indeed, we are all awaiting a brilliant revenge for Woerthe and Forbach.

The Prussian "Secret Service."

Prussia seems to have provoked a war unworthy of two nations, but by the instinct of self-preservation forced upon the weaker party, she has inundated our country with her spies, and we have been compelled as a measure of safety to expel all suspected Germans at the risk of injuring some innocent persons.

French Guerilla War.

In Alsace and Lorraine the necessities of the Prussians by the exorbitant demands of their commissaries have exasperated the unhappy people, who, plundered, harassed, and abused, have inaugurated a guerilla war against their invaders. Moreover King William has launched a proclamation declaring that every individual not belonging to the French army and taken in open hostility to the Prussian army shall be shot. A rising of the people *en masse* will bring a day of justice for all these insults and injuries.

Important Movements Near Metz.

LONDON, Aug. 23.—Bazaine has forced a passage by way of Autun and Longuyon, reaching Montmedy. It is reported that the armies of the Prince Royal and Prince Frederick Charles have formed a junction to the westward of Metz.

Speedy Intervention Certain.

LONDON, Aug. 23.—It is almost certain that an interposition of the great powers of Europe in the Franco-Prussian question will take place within a few days.

Paris journals continue to urge a levy *en masse* to exterminate the invaders.

"Keep Cool!"

This morning's *Opinion Nationale*, under the caption of "Keep Cool," predicts the defeat of the Prussians as the result of the pending combinations.

Bismarck's Sons.

Herbert Bismarck, one of the sons of the Prussian Prime Minister, was wounded in the foot, and his brother William had his horse killed under him.

Defense of Paris.

The *Standard's* correspondent is confident that Paris will be defended even if a bombardment takes place.

That Letter of Queen Victoria's.

The *Post* is authorized to deny the letter published yesterday, said to have been written by Queen Victoria to the Empress.

The First French Gun Captured.

The prize promised by the Prussian Government to the captor of the first French gun has been awarded to a sergeant of the Prussian 5th Gorlitz Rifles.

Poisoning Wells.

A letter from Baden published here to-day says the French peasants are so fanatical as to poison the wells in Alsace.

French Villages Destroyed.

A correspondent of the *Daily News* says in the battle of the 18th the French were flung back on St. Quentin, Vionville, Flavigny, Rezonville and Gravelotte. The villages in the neighborhood of Metz where the battles of the past ten days have occurred have been nearly destroyed.

The Bombardment of Toul

has been commenced.

The Camp at Chalons

has been raised.

The Emperor's Headquarters

are now at Rheims.

MacMahon's Headquarters

are at Cerucelles.

Bazaine Reinforced and to Take the Offensive.

LONDON, Aug. 23—12 M.—A special Paris despatch says the armies of King William and Steinmetz are reported to be too severely crippled to assume the offensive, and it is given out on high authority that Bazaine was reinforced from Chalons on Sunday for the purpose of giving battle to the enemy near Metz. He is confident of victory, when he will march on the army of the Crown Prince and rescue Paris.

Rumor of a French Victory.

A report has reached London of a French victory.

Another special despatch from Paris says:—"Bazaine was yesterday at Metz. He has his north and centre ground entirely open to him, either for retreat or to receive reinforcements.

The Appalling Prussian Losses

have sent a thrill of horror throughout Germany, and recruits are only to be had from among the country people and working men, nearly all of whom are raw. Bazaine professes to be master of the situation."

Business Paralyzed.

ANTWERP, Aug. 23.—The war has paralyzed business here, but no failures have yet been announced, nor are any anticipated. Here, as everywhere, the only hopes of resumption of commercial activity is based on the speedy triumph of the Prussians.

First Court-martial of a Captured Spy.

Special Despatch to the N. Y. Times.

PARIS, Aug. 22—2 P. M.—I have just returned from a most painful spectacle—the first trial by court-martial here of the Prussian spy recently arrested. M. Simonnet, the Imperial Advocate, prosecuted.

In reply to questions from the President, the prisoner stated that his name was Karl Herlo, and that he was a native of Brandebourg and a lieutenant in the 54th Regiment, forming a portion of the 3d Prussian *Corps d'Armee*. The prisoner is a tall, handsome young man, small in frame, but of an intelligent appearance. He spoke French fluently, with a slight German accent. He is a man evidently belonging to the higher class of society, and justified the President's allusion to his distinguished manners. He preserved throughout the proceedings the self-possession which he has manifested since his arrest.

The prosecution produced no witnesses, the only evidence against the prisoner being the reports sent up by authorities at Gien, a small town on the banks of the Loire, where he was captured in the act of taking notes and drawings.

The Police Commissary reported the prisoner as possessing a minute knowledge of the country and the relative strength of both armies. He had formed a calculation with regard to the strength of the French army, fixing the number of men at 238,000, and boasted that the Prussian army was nearly 900,000 strong. On being subsequently interrogated by the Sub-Prefect of Gien, the prisoner almost acknowledged himself a spy.

The Imperial Commissary called for a sentence of guilty from the court, stating that it was time to rid France of spies, by whom the enemy had been put into possession of facts highly important in the prosecution of the war. A young advocate defended the prisoner, affirming that he was simply a hot-brained enthusiast, who, in correspondence with his family, had given details regarding the route of the armies, and a description of the river, already well known to the Prussian authorities.

After ten minutes' deliberation the tribunal agreed unanimously on the prisoner's culpability, and adjudged him to be visited with the punishment of death. The trial was over in less than two hours, and the prisoner will probably be shot on Wednesday.

This Morning's Quotations.

LONDON, Aug. 23—11:30 A. M.—Consols for money, 91⅝, and for account, 91⅝. American securities steady; U. S. 5-20s of 1862, 88⅜; of 1865, old, 87⅛; 1867s, 87; 10-40s, 83. Railways quiet; Erie, 17¾; Illinois Central, 112; Atlantic and Great Western, 25⅝.

LIVERPOOL, Aug. 23—11:30 A. M.—Cotton opened quiet and steady; uplands, 9⅛d.; Orleans, 9⅛d. Sales estimated at 10,000 bales. Bacon, 59s. for Cumberland cut, and 68s. for short rib middles. Pork, 122@125s.

This Afternoon's Quotations.

LONDON, Aug. 23—1:30 P. M.—Consols for money, 91⅝, and for account, 91⅝. American securities quiet. Railways quiet.

LIVERPOOL, Aug. 23—1:30 P. M.—Shipments of cotton from Bombay to August 22, 18,000 bales. Winter wheat 9s. 10d. Receipts of wheat for three days, 15,000 quarters, including 10,000 of American. Oats, 3s. 3d. Peas, 37s. 6d.@38s. Pork dull at 112s. Lard quiet. Beef, 118s. 6d.

FROM WASHINGTON.

The South Atlantic Fleet.

Special Despatch to the Evening Telegraph.

WASHINGTON, Aug. 23.—Rear-Admiral Joseph Lanman, commanding the South Atlantic fleet, reports the arrival on that station of the American Minister to Paraguay, Mr. Stevens, and that the United States steamer Wasp has been placed at his disposal to enable him to carry out the official instructions of the State Department.

Secretary Robeson

will return here Thursday night.

The Official "Blue Book"

for the biennial period ending September 30, 1869, will be ready for distribution by the 10th of September.

United States Steamer Delaware.

Official advices were yesterday received from the United States steamer Delaware, from Singapore, stating that she is homeward bound, and expects to reach here the first part of December. All well on board.

The Lancaster

was at Montevideo July 22.

Obituary.

Commodore Worden reports to the Navy Department the death, on Saturday last, of Professor Wm. H. Wilcox, head of the department of mathematics at the Naval Academy. Cause, congestion of the liver.

FROM MARYLAND.

Fire on the Mountains.

Special Despatch to The Evening Telegraph.

FREDERICK, Md., Aug. 23.—This section of the State is clouded by smoke. Objects cannot be seen at a distance of a quarter of a mile at noon, owing to the thickness of the atmosphere. The reason assigned is that the people have set fire to the mountains in the vicinity of Stroudsburg, for the purpose of cleaning out the rattlesnakes, of which there are great numbers. Owing to the drouth, everything is dry and parched.

FROM THE STATE.

Flour Mill at Pittsburg Burned.

PITTSBURG, Aug. 23.—The Pearl Flour Mill of R. T. Kennedy & Co., at Allegheny City, was burned last night. The loss is $20,000, and the insurance $80,000, principally in home companies.

FROM NEW YORK.

Movements of the President.

NEW YORK, Aug. 23.—President Grant and family left Long Branch this morning for Newport, where they will remain until Saturday next as the guests of L. P. Morton, Esq., of this city. The President will return to Long Branch on Monday next, but before his return he will visit West Point.

New York Stock and Money Market.

NEW YORK, Aug. 23.—Stocks very dull. Money 4@5 per cent. Gold, 116. 5-20s, 1862, coupon, 112¼; do. 1864, do., 111½; do. 1865, do., 111¼; do. 1865, new, 110⅜; do. 1867, 110¼; do. 1868, 110¼; 10-40s, 108¾. Virginia sixes, new, 63; Missouri sixes, 90; Canton Company, 60¾; Cumberland preferred, 30; N. Y. Central and Hudson River, 94⅛; Erie, 22½; Reading, 95¾; Adams Express, 65½; Michigan Central, 118; Michigan Southern, 91½; Illinois Central, 135; Cleveland and Pittsburg, 105; Chicago and Rock Island, 113; Pittsburg and Fort Wayne, 94¼; Western Union Telegraph, 34½.

Baltimore Produce Market.

BALTIMORE, Aug. 23.—Cotton firm and nominally 19½@20c. Flour dull, and declined 25 cents; Howard Street superfine, $5 75@6; do. extra, $6@6 25@7 25; do. family, $7 50@8 25; City Mills superfine, $5 75@6 75; do. extra, $6 25@7 25; do. family, $7 75@9 50; Western superfine, $5 75@6 00; do. extra, $6 25@7; do. family, $7@7 50. Wheat dull and heavy, and no amber offering; we quote at $1 50@1 60; good to prime Maryland red, $1 35@1 45; inferior to fair, $1 10@1 25; white wheat, $1 40@1 55; Western winter, $1 35@1 38. Corn—White, 98c.@$1 03, as to quality; new mixed and white, 80@93c.; yellow, 85@95c.; all neglected. Oats, 45@48c. Rye, 75@76c. Mess Pork quiet at $20 50. Bacon firmer; rib sides, 17¾@18c.; clear do., 18¾@18¾c.; shoulders, 15½@15¾c. Hams, 26c. Lard quiet at 17¾@17¾c. Whisky dull at 93@96c.; supply fair.

CITY INTELLIGENCE.

CASUALTIES.—About 2 o'clock yesterday afternoon Philip Barry, an employe of the Reading Railroad Company, while engaged in oiling the trucks of some cars near Richmond, sustained compound fractures of both legs by the train suddenly backing on him. He was taken to the Episcopal Hospital.

Philip McCormick, aged forty-five years, at an early hour this morning walked out of the third-story window of his boarding-house, Lehigh avenue and Frankford road, and sustained a fracture of one of his legs. He was taken to the Episcopal Hospital.

John Perot, aged sixteen years, residing at No. 5 Drinker's alley, had both his hands badly injured this morning by being run over by a wagon at Fifth and Arch streets. He was taken to the Pennsylvania Hospital.

A NOVEL ADVERTISEMENT.—There is now on exhibition in the windows of the Art Galleries, No. 1125 Chesnut street, a novel advertisement intended to be hung in one of the principal hotels. It consists of a *fac-simile* of all the daily city papers, of autographs of distinguished persons, advertisements, and other matter, all done by hand with pen and ink. The space covered by the design is quite large, and a handsome frame surmounts the whole. The penmanship was done by Mr. J. W. Russell. Altogether the thing is most novel and well worth examining.

OVERFED.—This morning two overfed quadrupeds, attached to car No. 11 of the Lombard and South Streets Railway, took flight at Eleventh and South streets, on account of the car tongue becoming loosened and falling on them. Starting madly off, they pulled the driver over the dasher, injuring him somewhat about the face and body. On the animals sped until they reached Twelfth street, when, running the pole into the rear of a wagon, their course was suddenly stopped, and before they could recover, High Constable Campbell had hold of them.

SEPARATED.—Some days ago Heinrich Ohlhauser, aged 13 years, with his mother started from Pittsburg for Philadelphia, intending to tramp it all the way to Philadelphia, and make their living by peddling. All went well with them until within 12 miles of this city, when they separated, agreeing to meet at a certain point. Both however went astray, and the mother is now here hunting the boy. She can be found at the Mayor's office.

NAUGHTY CHRISTIANA.—At No. 2336 Marshall street resides Ludwig Gold and family, and with them up to yesterday resided as a servant one Christiana Haehnlen. Yesterday Ludwig and family went out to spend the day. On their return they found that Christiana had gone out also, and with her a trunk, marked Ludwig Gold, a merino dress, a shawl, a lot of bed-ticking, and various other articles.

A PETTY THEFT.—A loafer named David Cyperheldt was yesterday arrested by Officer Kelley, on a warrant issued by the Mayor, for the theft of a set of fire equipments from the Pennsylvania Hose House, Eighth street, below Green.

WHISKY ROW.

A Distillery Seized and Two Men Arrested—The Second District Station Surrounded by an Infuriated Mob—A Detail of Marines Ordered Out.

At half past 4 o'clock this morning, United States Revenue Officers Clark and McCaulley and Deputy United States Marshals Ridgway and Showers started on a raiding tour through the southeastern portion of the city in search of illicit whisky distilleries, having information that there was one in operation in that locality. On nearing Second and Reed streets the smell of molasses mash was very plain, and the officers traced it to a shanty at Rye and Bowen streets. The door was opened and a still was found in full blast.

Two men named Joseph Ellenger and John McGinnis were discovered in the place, the latter asleep. They were taken into custody and escorted to the Second District Station, where they were locked up. The officers then returned to the distillery and took possession of a barrel and a half of whisky and a still. After daylight the news of the arrest spread around the vicinity, and in a short time the station was surrounded by an angry mob, who seemed intent upon a rescue of the prisoners. Towards 11 o'clock the United States officials repaired to the lock-up for the purpose of conducting Ellenger and McGinnis before the United States Commissioner for a hearing.

The officers went down stairs, and after taking the prisoners out of the cells, escorted them to the front door. Hardly had the portals been passed when McGinnis started up Second street and Ellenger toward Christian street. The Marshals attempted to seize them, when the crowd interfered and attempted to divert their attention. By this time a posse of policemen ran from the station and seized Ellenger and conducted him back to his cell. In the meantime there was a desperate scuffle going on outside between the mob and the Marshals. McGinnis reached Fitzwater street, down which he ran, pursued by an officer, and he by a crowd. The prisoner succeeded in entering a house on Front street, and by this means effected his escape.

U. S. Deputy Marshals Ridgway, Murray and Beate were pretty roughly handled by the crowd, who discharged pistols and flourished knives. The police, during the melee, were busily engaged in making arrests of the principal participants in the attack, and when the mob had dispersed it was found that three were in custody—all brothers of Ellenger—named James, Jacob, and William.

They were locked up, and the deputies reported to Marshal Gregory that it would be worth their lives to attempt to take the Ellengers before the U. S. Commissioner. The Marshal then gave orders to his deputies to proceed to the Navy Yard and obtain a detachment of marines. This was done, and the detail, consisting of 30 men, under the command of Sergeant Reese, proceeded to the station, and having opened ranks, the Ellenger brothers were placed between the files and thus marched to the U. S. Court-room, followed by a large concourse of people.

While confined in the station Revenue Officer Clark went to the cell to have a talk with the prisoners. One of them drew a pocket-knife and made a plunge at Mr. Clark through the bars, but fortunately the weapon did not touch that officer.

The distillery which was seized this morning has been broken up on several occasions, but heretofore no arrests were made. The name of Ellenger is familiar to everybody who has read the police reports, and it has been a terror in the southeastern part of the city.

THE HEARING.

The prisoners, after being escorted to the rooms of United States Commissioner Hibler by the file of marines, were arraigned for a hearing. The charge against Joseph Ellenger was illicit distillation, while that against James, Jacob, and William Ellenger was aiding and abetting in the escape of the prisoner McGinnis, and in obstructing the United States officers. Joseph Ellinger was heard first. The testimony elicited was as follows:—

Mr. Harry G. Clark, Assistant United States Assessor at large, sworn—Visited distillery at southeast corner of Wheat and Bowen streets about 4 o'clock this morning; found a lamp burning and found Joseph Ellenger asleep there; distillery was in full operation, still was running, and there were distilled spirits there; there was no bonded warehouse in or near the distillery; the spirit was running into a bucket.

Mr. Ridgway, Deputy United States Marshal, sworn. He visited distillery this morning in company with Mr. Clark; arrested defendant; there was no bonded warehouse there; looked all around for one.

Cross examined—Defendant had on the same clothes that he has now, except that when we first arrested him he had no coat nor hat on.

At the conclusion of this stage of the evidence, the Commissioner announced that the prisoner Joseph Ellenger would be bound over in $3000 bail to answer at court.

The rest of the prisoners were then heard on the charge of resisting the authority of the officers, and in aiding in the escape of McGinnis. The three brothers were brought handcuffed into the room. The handcuffs were removed previous to the hearing.

The following was the testimony:—

Deputy Marshal Ridgway sworn—Had two warrants this morning to make the arrest of the men in the distillery; arrested them there and took them to the Second District Station House; left them there, and returned to take them out; when we got to the pavement one of the prisoners started and ran across the street; caught him on the pavement on the other side, when William Ellenger caught me and said I shouldn't and couldn't take the prisoner again; the other two prisoners were there, but did not do anything at that time; took prisoner to station and then came out to arrest William; Deputy Marshal Murray then told me that James Ellinger had struck him; went to back of house and found James with a pistol; he was holding pistol right at me; I drew my revolver and fired a shot; he threw the pistol over the prison fence; a policeman came up and asked him what he did with the pistol; we arrested James and locked him up; Jacob Ellenger resisted us when we were putting James into his cell.

Cross-examined—This was between half-past nine and ten o'clock this morning.

At the close of our report the hearing was still going on.

SILKS.—On Sunday thieves effected an entrance to the Branch Office of the Camden National Bank, located in the second story of 312 Church street, by means of false keys. Knowing that the money was never left there over night, the robbery of the bank was not their object: they had something else in view. Producing their tools they cut through the floor, and by means of a rope provided for the purpose, lowered themselves to the first floor, occupied by Messrs. J. C. Trueit & Co., silk merchants. Selecting about $50,000 worth of silks, they bundled them up, preparing to carry them off, but either on account of the weight or through fright they only managed to take away about $1000 worth.

H. G.—Last night a gentleman named Bateman, whilst sleeping in the room of the Orion Club, northeast corner of Second and Coates streets, was awakened by feeling some one fumbling at his pocket, and, jumping up, seized hold of a man who was just removing his watch from his pocket. Bateman handed the fellow over to a policeman, who brought him to the Central Station. On being asked his name, he replied "Horace Greeley," and the most persistent questioning could not elicit any other.

ARSON.—Charles Foehl, who occupied the fourth story of the building No. 148 North Third street, where the fire last night occurred, has been arrested by Fire Marshal Blackburn on the charge of arson. It has been discovered that fires were kindled in four different places in the room. The prisoner will have a hearing to-day at the Central Station.

SHOULDER DISLOCATED.—Yesterday St. Vincent's Orphan Asylum gave a picnic at Trenton. Everything went well until the excursionists reached the Frankford Station on their return, when some parties commenced pushing and shoving, throwing a young woman off one of the platforms and dislocating her shoulder. She was removed to her home in Bridesburg.

THEFT OF A HORSE AND WAGON.—M. Thomas, colored, has been arrested and will have a hearing to-day at the Central Station for the theft of a horse and wagon, which he stole from David Paxon, of Radnor, Delaware county, by whom he had been employed.

THIRD EDITION

FROM THE SEAT OF WAR

Bazaine Before Metz.

Success of the New Movement.

TO-DAY'S WASHINGTON NEWS.

The Roderick Butler Case.

Tax on Insurance Companies.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

News of Bazaine's Movement Confirmed.

LONDON, Aug. 23—1:30 P. M.—A Paris correspondent of the London *Standard* telegraphs that Bazaine has succeeded in cutting the enemy's line and retreating upon Montmedy by way of Autun and Longuyon. A despatch from Paris says that Count Palikao, Minister of War, announced to the Corps Legislatif yesterday that he was in receipt of good news from Marshal Bazaine, giving proof of the Marshal's confidence, in which the Government shares.

FROM WASHINGTON.

Naval Orders.

Despatch to the Associated Press.

WASHINGTON, Aug. 23.—Lieutenant Amory Beem ordered to navigation duty at the navy yard at Boston, and Chief Engineer Lackey to the Norfolk Navy Yard.

Indian Affairs.

Colonel Hazen is relieved from duty as Superintendent of Indian Affairs for the Southern superintendency.

Army Resignations.

Captain Lay and Lieutenant Martin, U. S. A., have resigned, with one year's pay each.

Tax on Insurance Companies.

Special Despatch to The Evening Telegraph.

The Internal Revenue Department has decided that the act of Congress, approved July 14, 1870, the fifteenth section of which provides that during 1870 the tax of 2½ per cent. shall be levied and collected on all undivided profits of an insurance company which have been earned and added to any surplus, contingent or other fund, annuls the effect of the resolution approved July 13, 1870, providing that the act approved June 30, 1864, shall not be construed so as to impose a tax on any undistributed sum added to the contingent fund of any fire, marine, inland, life, health, accident, or like insurance company, or any unearned premium or premiums received for risks assumed by such companies, or any moneys paid by mutual life insurance companies to their policy holders. It will be observed that although the act and resolutions mentioned are in direct conflict with each other, the terms of the act of July 14, being the latest legislation, must be adhered to. This is but another instance of the careless legislation by Congress at the last session.

Cancelled Bonds Destroyed.

One hundred and thirty millions of bonds purchased by the Treasury Department for the special and sinking funds were destroyed by burning to-day according to the provisions of the funding bill.

The Roderick Butler Case.

A lengthy despatch was received by the Commissioner of Pensions to-day from a special agent in Tennessee, appointed to investigate the Roderick R. Butler, stating that the Judge of the United States District Court at Bristol had released Butler on $5000 bail to appear on the 30th of August before that court, instead of before the court of the District of Columbia, which warrant was returnable. Pension authorities consider this an unwarrantable proceeding, and the question of the authority of the Judge to take such action will be submitted to the Attorney-General.

Treasury Employes.

There are now three thousand and three hundred employes in the Treasury Department in this city.

Pennsylvania Politics.

Hon. John Allison, Register of the Treasury, will shortly leave for Pennsylvania to aid in the canvass in Cessna's district, devoting one week to Adams and one to Franklin county.

The Cheyennes and Arrapahoes.

Despatch to the Associated Press.

WASHINGTON, Aug. 23.—An official report from Colonel Nelson, commanding Fort Supply, Indian Territory, dated July 30, states that Brevet Colonel Carpenter, commanding 10th Cavalry, arrived there July 27 with the Cheyenne and Arrapahoe agency, where he had been sent as escort for a train loaded with Indian commissary supplies. He states that all the Arrapahoes are at their agency, and when he arrived there there were also about twenty or thirty lodges of Cheyennes at that place, and that twenty-two more under Big Horse (Cheyennes) came in before he left. Big Horse reported that Big Jake would be in shortly with 200 more lodges of Cheyennes.

If Big Jake comes in there will be little further trouble from the Cheyennes south of the Arkansas. The depredations committed in the Camp Supply region were done mostly by the Kiowas, under Little Hart. A report from General Guitron, commanding at Fort Sill, Indian Territory, dated 2d instant, states that there have been no recent depredations. Two raiding parties are reported having been in Texas, and it appears from General Guirron's report they are the Indians who had a recent engagement with a detachment of the 6th Cavalry near the Big or Little Washita, in which three Indians and two soldiers were killed, and a number wounded on each side.

Iron Mountain, of the Comanches, and Thansea, of the Kiowas, with some head men of the Apaches, and others, in all fifteen, were at Fort Sill, on the 11th instant. They report the Indians on their way in, and that they were then encamped at Mount Webster, about fifty miles from Fort Gill. It is reported by an Indian that the Kiowas have in their possession 7 captives—one woman and six children—who were lately captured in Texas. They are to bring them in and deliver them up, as well as captured property. They had just held a general council and decided to cease all hostilities.

The President has appointed John Hadley, of Ohio, to be agent of the Sacs and Foxes, *vice* Miller, resigned.

FROM NEW ENGLAND.

Railroad Accident.

BOSTON, Aug. 23.—A misplaced switch on the Old Colony Railroad at South Braintree this morning threw the engine and baggage car of the steamboat train off the track, badly smashing them, and killing John Works, a brakeman.

New York Produce Market.

NEW YORK, Aug. 23.—Cotton weak; sales of 500 bales middling uplands at 19⅞c.; middling Orleans at 20¼c. Flour steady; sales 8500 barrels State at $5 35@6 40; Ohio at $5 90@7 40; Western at $5 35@6 80; Southern at $6@9 75. Wheat advanced 1@2c.; sales 40,000 bushels No. 2, spring at $1 17@1 22; winter red Western at $1 40; white Michigan at $1 55. Corn firm; sales 46,000 bushels new mixed Western at 86@88c. Oats firmer; sales 48,000 bushels State at 50@55c.; Western, 50c. Beef steady. Pork steady; new mess, $28 62@28 87. Lard firm; steam, 16@16¾c. Whisky dull at 93c.

THE SITUATION AT PARIS.

The Empress is Believed to Urge Abdication—Gambetta Considers Palikao Trustworthy Because a Traitor to the Regency—A Nickname for Trochu.

LONDON, Monday, Aug. 22, 1870.—The special correspondent of the *Tribune* writes from Paris on Sunday (21st):—"The Committee of Defense as finally organized comprises Gen. Trochu, Marshal Vaillant, Admiral Rigault de Genouilly, Baron Jerome David, Gen. De La Tour, Gen. Guiod, Gen. D'Autemarre D'Arville, and Gen. Soumain. It possesses the fullest powers, and has a special executive committee that meets daily in the War Office, receiving reports of the state of the defensive works, armament, munitions and provisions in store, and all operations. These reports go subsequently to the Minister of War, and thence to the Council.

"It is fully believed here that the Empress is urging the Emperor to abdicate in favor of his son, but the Emperor refuses. All the acts of the Corps Legislatif take effect without Imperial decrees confirming them or directing their execution."

The following extract from a private letter, dated 21st, by a correspondent long resident in Paris, gives a singularly clear and trustworthy account of the actual situation and prospects in the French capital:—"Trochu's first and second addresses to Paris, and his first to the *Temps*, mark the extent and rapidity of the political transformation we are undergoing, while the personal elements of the provisional anonymous government show that the transformation must go further before a reformation begins. I say 'anonymous,' for, although the old name is still over the door, the business has gone into the hands of assignees. The real executive triumvirate is Bazaine, Trochu, and Palikao. The Legislature is led mainly by Thiers and Gambetta, who have struck hands with Palikao for the occasion.

"The Republicans don't care to push things much faster than they are going; they do not at least want to declare a republic now. The nearest to a conclusion reached last Friday by about a hundred of them, members of the Left, journalists and others, was to wait and watch the growing chance. At a later and much smaller meeting, or interview, between a dozen Republicans and Gambetta, the latter being asked whether Palikao deserved all the trust he seemed to place in him, answered, 'Yes, because he is a traitor.'

"Gambetta, young as he is, shows more of the quality of a political leader than anybody else in the Chamber, except the Nestor Thiers. The real trouble is the old one, the party is all heads and no body. As Beranger long since said, 'There is no one for Vice-President.' But the mill even now has begun to grind Napoleonism pretty hard, crushing it finely and not slowly. The Napoleonists are already bolting and getting ready to bolt.

"From what I hear, from what Americans long in business tell me, from other evidence such as Trochu's letter, and from a very remarkable letter written by George Sand, shown me by her correspondent, I judge that the ex-Napoleonists, the affirmative voters on the *plebiscitum*, are now almost beyond the old opposition in their contempt of the Imperial *regime*. You hear treason constantly in the open streets and cafes. Spies, if any still remain, may listen and be welcome. Even the American tourists and residents are cooling in their admiration for the Emperor.

"Whether the French, enervated by the last twenty years of misgovernment, will prove equal to the needs of the situation, or whether this anonymous Government can bring out the latent virility of the people, are open questions. That with a government of revolutionary energy, and in full exchange of confidence with the people, they could defend Paris and drive the Germans off French soil, I have no shadow of doubt. But the assignees are merely coalesced, not united; working together on a compromise, not an agreement; one manager trusting another 'because he is a traitor,' not acting with the full force of convictions and hopes; all weakened by mental reservations. Republican-Democratic-Socialists don't believe in any of them. The clerical party is not enthusiastic. The well-to-do *bourgeois* are as timid as always heretofore, for their property.

"Although there has been bold cutting of red-tape, an administration so long the slave of routine still hesitates and obstructs. As for Trochu, the Parisians have already nicknamed him 'Olivier on a war-footing.' Ollivier himself kept his promise to support his successors by quitting the Chamber. Rarely before has he been so faithful to his word."

RELIEF FOR THE SUFFERERS.—The Franklin Fire Insurance Company, through its President, Mr. Alfred G. Baker, has contributed $100 for the relief of the families of the members of the Philadelphia Hose Company who were killed at the Race street fire.

FATAL RAILROAD ACCIDENT.—This morning a resident of New York, named Joseph Head, fell from a train of cars on the Pennsylvania Railroad, and was run over and instantly killed.

PICKPOCKET.—Joseph Turner was arrested at Point Airy yesterday afternoon whilst engaged in picking the pockets of those who were enjoying themselves in the bath. Alderman Delaney sent Joseph to Moyamensing in default of bail.

RAILWAY ACCIDENT.—A girl named O'Rourk was this morning run over at Ninth and Marriott streets by car No. 33 of the Union line and seriously injured. She was taken to the Pennsylvania Hospital.

DROWNED.—A lad, whilst playing on a board pile at Dickerson street wharf, this morning, fell into the dock and was drowned. His body was shortly afterwards recovered and the Coroner notified.

I. O. W. B.—Christopher Boyle, residing at Second and Girard avenue, was yesterday sent to "Moyamensing" by Alderman Burns, for attempting to kill his wife with a butcher knife.

INFANTICIDE.—The body of an infant was found at an early hour this morning on a step in Catharine street, below Eighth.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$6500 City 6s, Old	..	600 sh Read R	.560. 48⅛
sev cts	.101¾	1900	do. 48. 47⅝
$4000 Sc N 6s '82	85. 72	200	do. 48. 55. 47·24
$5000 Amer Gold	116	100	do. 30. 48
$10000	do. 116¼	200	do. 30. 48
3 sh Norrist'n R	.. 81	200	do. .. 47⅜
20 sh Penna R	.. 6. 58¾		

SECOND BOARD.

$500 N Penna 7s	.. 95	200 sh Sch N P	.b10. 17
$1000 Morris Cl 1st mt bds	.. 83	6 sh O C & A R	.. 44¾
$1000 N Penna 6s	.. 96	25 sh 13th & 15th R	20½
10 sh Consol'n Bk	.. 45	200 sh Read R	.. 47⅛
168 sh Penna R	.. 58¾	1 Gch Leh Val	.. 57¼

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	116	11·42 A. M.	116⅛
10·04 "	115⅞	11·53 "	116⅜
10·05 "	115⅝	11·55 "	116⅛
11·20 "	116⅛	12·27 P. M.	116⅛

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 114½@114⅝; 5-20s of 1862, 112¾@112⅞; do. 1864, 111⅝@111¾; do. 1865, 111¼@111½; do., July, 1865, 110½@110¾; do., July, 1867, 110¼@110⅜; do. July, 1868, 110¼@110½; 10-40, 108⅝@109; U. S. Pacific R'R. Cy. 6s, 111¾@112. Gold, 116¼@116⅜.

Stock Quotations by Telegraph—2 P. M.

Glendinning, Davis & Co. report through their New York House the following—

N. Y. Cent. & Hud. R		Pacific Mail Steam	38⅛
Con. Stock	94⅝	Western Union Tele.	34½
do. scrip	90¼	Toledo & Wabash R.	52
N. Y. & Erie Rail.	22¾	Mil. & St. Paul R.com	60
Ph. and Rea. R	95⅜	Mil. & St. Paul R. pref.	76⅛
Mich. South. & N. I. R.	91⅜	Adams Express ex-d.	65½
Cle. and Pitt. R. ex-d.	106	Wells, Fargo & Co.	12⅜
Chi. and N. W. com.	81⅜	United States	41⅜
Chi. and N. W. pref.	85⅛	Gold	116¼
Chi. and R. I. R.	118	Market dull.	
Pitts. F. W. & Chi. R.	94⅜		

GROCERIES, ETC.

FINE VINEGARS FOR PICKLING.

LONDON MALT VINEGAR,

FRENCH WHITE WINE VINEGAR,

VERY OLD AND PURE CIDER VINEGAR,

AT

JAMES R. WEBB'S,

S. E. Corner WALNUT and EIGHTH,

5 21 stuth3mrp PHILADELPHIA.

TO FAMILIES GOING TO THE COUNTRY.

We offer a full stock of the

Finest Groceries to Select From,

And at the LOWEST CASH PRICES. Packed securely and delivered at any of the Depots.

COUSTY'S East End Grocery

No. 118 South SECOND St.,

8 17 thstu BELOW CHESNUT STREET.

NEW No 1 MACKEREL,

IN KITTS.

FIRST OF THE SEASON.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 8 Corner ELEVENTH and VINE Streets.